Volume 19



HERALD 3/11/30

SMOKE COSTLY CITY NUISANCE

Estimated to Do $4,500,000 Damage a Year, or 10 Per Cent. of Budget

DECENCY DEMANDS CLEAN-UP CAMPAIGN

By M. J. ROSENAU, Jr.

The annual cost of the smoke nuisance to citizens of Boston would pay the salaries of the police department, the fire department, or establish a permanent endowment for old-age pensions, according to estimates of experts who have studied the situation in the Hub.

In dollars and cents the loss has been set at not less than $4,500,000, or $4 per capita, and represents more than 10 per cent of Boston's annual budget appropriation.

Economically, smoke is charged with incurring damage in a wide variety of phases which affect almost every field of human enterprise and endeavor, hence any definite estimate may well be considered but an approximation, yet the concensus of engineers familiar with the problem is that the five million dollar mark is probably a conservative estimate for the annual cost of smoke to Boston.

The figure was first announced by the late Prof. William A. Bassett as the result of an investigation made by him while director of the Division of Municipal and Industrial Research of the Massachusetts Institute of Technology.

TWO CLASSIFICATIONS

This economic loss is divided roughly into two classifications: loss to the individual and loss to the smoke-maker, and while both suffer, the curious distinction is that only the former complains.

Smoke-makers range in size from the household furnace to the great industrial plant. The smoke-making is due to imperfect combustion of fuel, and smoke represents a loss in fuel and energy in direct proportion to the volume issuing from the chimney.

This wastage has been estimated by the Mellon Institute of Industrial Research, in its smoke investigation, as constituting as much as 30 per cent. of the fuel consumed. In a later study, Prof. Edward P. Miller of the department of mechanical engineering of M. I. T. has reduced it in large and modern plants to between 5 and 7 per cent., although he declares that in household furnaces it sometimes reaches 20 to 25 per cent.

Loss to the individual has been classified as follows: Cost to the individual, to the household, the wholesale and retail stores, to quasi-public buildings.

One-sixth of the entire cost of the smoke nuisance is found in laundry bills and dry cleaning bills, additional to average expectancy, experts state. This is borne directly by the individual, and is estimated to be about the same fraction as that incurred by the household.

Officials of many institutions indict smoke as directly responsible for the greater portion of their painting bills, and for the deterioration of fabrics and metal work. Interior and exterior painting is required twice or thrice as often, and replacement of corroded roofing and plumbing is all too frequent, they say, because of the smoke nuisance.

EATEN UP BY SMOKE

The city of Boston, which has analyzed its expense for the upkeep of its 43 buildings, large and small, finds that much of its annual appropriation of about $150,000, is eaten up by smoke. John P. Englert, superintendent of public buildings, called attention to the frequent painting and cleaning necessary. Copper is exclusively used for roofing in down-town sections, he said, because other metals corrode so quickly.

Recognition that smoke dirties windows and darkens walls, has led many a manufacturer and office manager to excessive use of artificial lighting. Even then, they declare, efficiency of workers is impaired by the loss of light and depression from dingy surroundings and murky atmosphere.

The cost to Boston merchants is due to the soiling of goods on their shelves, to the extra precautions necessary to prevent this loss, and to additional artificial lighting required. Their estimate of the proportion of loss borne by them is the highest of any classification—nearly one-third of the total.

A further loss, impossible to estimate, is depreciation of real estate values. In some sections of Boston hotels and property owners have been hard hit by the smoke problem. To the end that much of it may be reduced, hotel proprietors have joined the New England Development Association and other organizations in the movement for electrification of railroads within a radius of eight miles of the city.

CANNOT INTEREST CAPITAL

So risky is the development of property in some of the smokiest sections that prospective builders complain they are unable to interest capital to invest in their building program.

No estimate has been made of the economic loss incurred in the damage by smoke to trees and vegetation in Boston, although Commissioner William P. Long of the park department holds it responsible for much of the expense of replacing dead trees and the upkeep of the live ones.

In 1928, New York voted $871,420 for the rehabilitation of Central Park and proponents of smoke abatement there charged that virtually all of the expense was attributable to the effects of smoke on the trees.

Because engineers, doctors, scientists and the public in general are convinced that the loss to their community runs into the millions, and because they feel that is not only unnecessary but preventable, individuals and interested groups have commenced here an intensive campaign against the nuisance.

There is considerable controversy over the possible menace to health by smoke but, on one side or the other, The Herald has found no one who questions the tremendous economic wastage. Also unanimous is the feeling that the nuisance can and should be abated, if it is not preventable.

Summing up the general sentiment of the community in regard to the smoke problem, Dr. George H. Bigelow, state commissioner of health, ably and concisely presents the concensus as follows:

"Regardless of any possible effect of smoke on health, in the name of economic and civic decency there is ample justification for any campaign which will result in cleaning up the situation."

TRANSCRIPT 3/11/30

Hearing March 19 on Governor Square Bill

The Legislative Committee on Metropolitan Affairs, it was announced today by Senator Charles C. Warren of Arlington, will hold a public hearing Wednesday, March 19, on the bill agreed upon by the city of Boston and the Boston Elevated for the extension of the subway under Governor square.

Under provisions of the measure the property will be leased to the Elevated and in the event that a deficit occurs it is to be met by the cities and towns in the newly created metropolitan transit district.

Undecided on Boston as C. N. Call Port

Montreal, Que., March 11 (A.P.)—The Canadian National Steamships today stated no decision had been reached on the proposal to make Boston a port of call for the West Indies steamers of the company. This statement was in response to a report from Halifax that Boston was to be placed on the schedule.

Ferry Tolls Will Be Lower April 1

A reduction in the East Boston ferry tolls from 50 to 75 per cent will go into effect on April 1 by vote of the City Council.

The new tolls are: Pedestrians, 1 cent; one or two-horse vehicles with one passenger, reduced from 15 to 5 cents; three or four-horse vehicle, from 25 to 10 cents; passenger automobile, from 20 to 10 cents; motor trucks up to six tons, from 20 to 15 cents; motor trucks six tons and over, from 30 to 20 cents; autobus, from 30 to 20 cents; motorcycle, from 10 to 5 cents; trailer, from 20 to 10 cents.

Ask Allen, Curley to Fight Tariff on Cement

Governor Allen and Mayor Curley were called upon yesterday by representatives of shipping interests and longshoremen to lend assistance in their fight against the bill pending in Congress providing for a tariff on cement, now untaxed.

It was declared by the delegation that the imposition of a tariff on cement would tend to decrease the amount of merchandise entering the port of Boston and would be injurious to the maritime interests of the port. It was stated also that a reduction in the amount of cement imported would increase the number of unemployed.

Governor Allen said that he would get in touch with Senator Gillett at Washington, and Mayor Curley spoke in favor of a tariff to protect American workers.

GLOBE 3/11/30

EAST BOSTON FERRY TOLLS TO BE LOWER

City Council Passes the Order for Revision

Amendment Reported to Permit Straphanging in Busses

The City Council yesterday passed the toll revision order and beginning April 1, for an indefinite period, the East Boston ferry tolls will come in for a reduction from 50 to 70 percent of the charge that has been in effect since the first of the year.

Councilor Wilson held the order up a week ago but yesterday lacked the votes of Councilors Murray, Lynch and Mahoney of last week, with the result that his amendment to limit the time period to Jan 1, 1934, was lost and the original order went through.

Councilor Norton from Hyde Park championed the cause of East Boston and described the handicap that district has been under because of isolation, with a resultant more costly trucking, etc.

The rollcall found Arnold, Bush, Cox, Gleason, Hein, Kelly and Wilson for the latter's amendment, while those against were Curtis, Donovan, Dowd, Englert, Fish, Fitzgerald, Green, Lynch, Mahoney, McGrath, Murray, Norton, Power and Ruby.

Move for Standees in Busses

The committee on city ordinances yesterday reported an amendment which would permit straphanging in busses by not more passengers than 25 percent of the licensed capacity of the busses. The matter went over for two weeks, after Councilors Dowd of Roxbury and Wilson of Dorchester attacked the Elevated for the proposed standup of passengers in busses. Councilor Wilson said that he would poll the residents of Dorchester by postal card. Chairman Green of the committee reporting the amendment then moved for the postponement of two weeks.

There apparently were considerable votes back of the order for Councilor Wilson's move to table without reservation was defeated on a voice vote.

Councilor Dowd declared that the Elevated at present disregards the ordinance prohibiting the carrying of standing passengers in busses and would disregard the 25 percent rule, packing in passengers like cattle. He declared that pickpockets would have an excellent opportunity to work in crowded busses.

The judgment of the Council in reducing the measure of safety to passengers was questioned by Councilor Wilson and he told his associates that they should be governeed by public opinion rather than the desires of the Elevated.

Councilor Arnold's order to the City Council calling for the removal of the street railway reservation in Huntington av between Copley sq and Francis st, Roxbury, or the narrowing by three feet of the space between the inside rails, was adopted. The change would make additional space for traffic between the outer edge of the reservation and the curb.

Printing Plant Unopposed

There was no opposition when it came time to vote on the adoption of an order empowering the superintendent of printing to spend $300,000 for a new municipal printing plant. The money is in the form of a surplus accumulated over a period of years. It is Mayor Curley's intention to house other departments in the proposed printing plant structure.

Councilor Wilson told the Council that Mayor Curley could be depended upon to protect the taxpayer in the printing plant enterprise, and said further that he has confidence in the Mayor, but he believes the time for the entire elimination of the Council from participation in the determination of municipal problems has not arrived.

An order calling for the determination of the ownership of flats along South Bay was introduced by Councilor Cox of West Roxbury, who also asks for a report from the Public Works Department about the adequacy of drains which empty into the Bay and the Fort Point channel. The old proposal to fill in South Bay, above Dorchester av, has been renewed. The value of the bay as navigable water adjacent to the harbor was stressed by Councilor Cox.

Cow Pasture Pump Wells Contract

Mayor Curley yesterday approved a contract to clean the pump wells at Cow Pasture, the city's sewerage disposal plant. The contract amounting to $7700 was awarded to Kane Bros.

UNUSED SCHOOL LANDS, BUILDINGS, TO BE SOLD

School Department officials and Mayor Curley were in conference yesterday regarding unused school lands and school buildings, with a view of disposition of same. A program was approved for the sale of the various properties at an upset price of $300,000.

CONTRACT TO LOCAL FIRM, SECOND LOWEST BIDDER

The Boston Woven Hose Company, second lowest bidder at $17,000, was awarded a contract for fire hose yesterday by Mayor Curley. The lowest bidder was the Reece Rubber Company, about $500 under the Woven Hose Company. The local company was awarded the contract in line with the policy followed by Mayor Curley, where there is not great variance in bids, to aid local employment.

EX-GOV SMITH TO BE INVITED TO BE CITY'S GUEST SEPT 17

The City Council yesterday empowered Mayor Curley to extend to Ex-Gov Alfred E. Smith of New York an invitation to be one of the official guests of the city at the celebration of Boston Day, Sept 17. Councilor Norton of Hyde Park introduced the order.

ENGINEER MAHAR BECOMES ADVISER

Transferred to Office of Supt of Schools Burke

Another step toward the construction of better school buildings, as a result of the change in the administration of schoolhouse building in Boston,



JAMES J. MAHAR
Engineer to Act as Adviser to Supt of Schools Burke

has taken place through the transfer of James J. Mahar, engineer, from the office of the business manager of the School Committee, to the office of the superintendent of schools.

Mr Mahar will act as adviser to Supt Jeremiah E. Burke on plans, specifications, and requisitions dealing with the construction, repair and alteration of school buildings. He will also advise on other matters growing out of the relationship of the superintendent of schools to the Board of Commissioners of School Buildings.

The transfer was made by authority of the Division of Civil Service, with the approval of the business manager, Alexander M. Sullivan. Mr Mahar's salary has been established at $6000 per year. For the time being, he will continue his former duties, as well.

Mr Mahar was graduated from the Massachusetts Institute of Technology as a mechanical engineer with the degree of bachelor of science. For 22 years he was connected with the former Schoolhouse Department of the City of Boston, having served in all branches of that department.

For a number of years he was engineer in charge of the design and maintenance of all heating and ventilating systems. During his connection with the Schoolhouse Commission he was for seven years a member of the Board of Schoolhouse Commissioners, as well as engineer of the department.

In 1925 Mr Mahar was appointed a domestic engineer in the office of the business manager, as a result of Mr Sullivan calling attention to the School Committee the importance of creating, as part of his organization and under his control, effective measures for reducing to a minimum the fuel and light requirements of the Boston public schools, which at that time totaled an expenditure of more than $400,000.

As a result of the organization which was subsequently formed an annual saving of approximately $50,000 has been made since 1925.

Mr Mahar is a member of the American Society of Mechanical Engineers and the National Association of Public School Business Officials. He is president of the Boston Young Men's Catholic Association.

POST 3/11/30

CITY HALL NOTES

Erection or purchase of a building for Boston's municipally-owned printing plant, as recommended by Mayor Curley, was assured yesterday when the City Council, following some slight objections, voted unanimously to appropriate the necessary $300,000.

* * * *

Reporting the favorable vote of the finance committee, Chairman Timothy F. Donovan explained that the money had been saved by Superintendent William J. Casey through economies during the recent years and expressed the opinion that he be given the authority to purchase a suitable building or erect a printing plant within short distance of City Hall.

* * * *

An organized campaign to permit the Elevated to carry "standees" in its busses operating in this city was blocked yesterday in the City Council by Councillor John F. Dowd of Roxbury and Councillor Robert Gardiner Wilson, Jr., of Dorchester, whose bitter opposition tabled the measure for two more weeks.

* * * *

Carrying out his policy of supporting the industries in the Metropolitan area, Mayor Curley yesterday awarded a contract of $17,000 to the Boston Woven Hose Company to supply fire hose to the city, although the company had been underbid by about $500 by the Reece Rubber Company, the lowest bidder.

RECORD 3/11/30

Ferry Rate Slash in Effect April 1

A reduction of 50 to 70 per cent in the exisiting East Boston ferry tolls which have been in effect since the first of the year will go into operation on April 1.

The toll revision order was passed by the City Council yesterday on a roll call vote of 14 in favor to 7 against.

HOLD HOLIDAY MARCH 17

Mayor Curley has received for approval an order passed by the City Council yesterday granting a half holiday on Evacuation Day to city employes.

HERALD 3/11/30

SMITH MAY BE GUEST OF BOSTON SEPT. 17

Alfred E. Smith of New York will be one of the official guests of the city at the celebration of Boston day, Sept. 17, if Mayor Curley extends the formal invitation which he was yesterday empowered to do by the city council. Councilman Norton of Hyde Park offered the order.

HERALD 3/11/30

URGE SAFETY ZONES ON HUNTINGTON AV.

Councilman Arnold Wants Car Riders Protected

Removal of the street railway reservation in Huntington avenue between Copley square and Francis square, Roxbury, or the narrowing by three feet of the space between the inside rails, that so much additional space may be added between the outer rails and the curbing, were suggestions made yesterday by Councilman Arnold of the Back Bay. His order directing the commissioner of public works to make recommendation to the council was adopted.

In the past three years, Arnold said, there have been 196 accidents, in which persons met death or sustained injuries, along Huntington avenue. He argued that unless some method can be devised of providing Elevated riders with protection when they are awaiting or leaving cars, he favors the removal of the reservation and the establishment of safety zones at all car stops.

He criticised the absurdity of maintaining a space of eight feet between the inner rails and argued that it is possible by reducing this distance to provide clearance of five feet between the outside rails and the curb, adequate space to furnish standing room for car riders.

March 17 Parade

WASHINGTON, March 10—Congressman John W. McCormack today received the assurance of Acting Secretary Jahncke of the Navy Department that arrangements have been made for the U. S. S. Goff to leave Guantanamo Bay ahead of schedule in order that she may arrive in Boston in time for members of her crew to participate in the Evacuation Day parade on March 17. The Goff is sailing today for Boston and unless some unforeseen delay occurs en route, she will arrive at Boston in time for the celebration.

A half holiday for city employees so that they may attend the Evacuation Day exercises and South Boston parade next Monday afternoon was urged yesterday by the City Council on recommendation of Councillor Michael J. Mahoney of South Boston.

He requested that the payroll staff be permitted to leave at noon, except for a skeleton force sufficient to meet the necessary demands at City Hall. He also secured passage of an order requesting the sanitary service to give the South Boston streets special attention so that they may be spic and span for the celebration visitors.

OLD SCHOOLHOUSES TO GO ON AUCTION BLOCK

Unused school buildings and land for which the school committee has no further use will be offered for sale, as a result of a conference yesterday between Mayor Curley and school officials. A tentative schedule was approved which will place properties with an aggregate upset price of $300,000 on the auction block.

BOSTON FIRM TO GET $17,000 HOSE CONTRACT

Preference was given the Boston Woven Hose & Rubber Company by Mayor Curley, yesterday in the award of a contract for fire hose amounting to $17,000. The bid of the Reece Rubber Company was $500 lower but the mayor decided that local considerations were of sufficient importance to disregard the lowest bid.

Council Votes Reduction in Ferry Tolls April 1 for an Indefinite Period

East Boston ferry tolls will be reduced April 1 for an indefinite perior, following the passage yesterday of a toll revision order by the city council, which decreases the tolls 50 to 75 per cent. from present levels. Councilmen were influenced in their votes by a tremendous protest from many citizens and a drop of 40 per cent. in ferry receipts.

The new tolls are: Pedestrians, 1 cent; one or two horse vehicles with one passenger, reduced from 15 to 5 cents; three or four horse vehicle, from 25 to 10 cents; passenger automobile, from 20 to 10 cents; motor trucks up to six tons, from 20 to 15 cents; motor trucks six tons and over, from 30 to 20 cents; autobus, from 30 to 20 cents; motorcycle, from 10 to 5 cents; trailer, from 20 to 10 cents.

Passage of the order was made possible by the desertion of Councilmen Murray of Jamaica Plain and Lynch and Mahoney of South Boston, who had previously supported efforts of Councilman Wilson of Dorchester to have a time limit on the revision set by the council. The vote followed a long discussion.

Councilman Norton of Hyde Park emphasized that East Boston was handicapped by the high tolls, its port and warehouse development hampered and the district isolated because of the high cost of trucking.

On the rollcall, Arnold, Bush, Gleason, Hein, Kelly and Wilson favored the time limit amendment and in opposition were Curtis, Donovan, Dowd, Englert, Fish, Fitzgerald, Green, Lynch, Mahoney, McGrath, Murray, Norton, Power and Ruby.

HERALD 3/11/30

WILL TAKE TAXES FROM PAY OF 4000 CIVIC EMPLOYES

HUNDREDS OF WARRANTS OUT IN OTHER CASES

Mayor Starts Most Drastic Drive in Boston's History

TO PROBE PAYMENTS IN NICHOLS'S TIME

Property Owners Included In Campaign—Sale List Of Record Size

More than 4000 city employes who have ignored demands of Collector George H. Johnson for payment of personal, excise and poll taxes, and who fail to make tax payments in full by April 1, will receive in their next pay envelopes their regular wages minus the amount they owe the city in taxes.

Other delinquents, not listed on the city payrolls face confinement in jail. Hundreds of warrants for such arrest of flagrant offenders have failed to avail themselves of the period of grace extended by the tax collector are in the possession of constables.

Mayor Curley has ordered the most drastic campaign against delinquent taxpayers ever waged in Boston. The fact that the outstanding uncollected taxes aggregate the largest in the history of the city, and that collections have been surprisingly small during the last two months, is responsible for the declaration of war against the delinquents.

The mayor was incensed when he learned that more than 20 per cent. of the city employes were listed among those who failed to pay their several taxes.

INVESTIGATION BEGUN

As a result of this information an investigation of tax payments during the first three years of the Nichols administration has been started.

Department heads have been instructed to issue warnings to employes who have failed to pay their tax bills.

The purpose of the investigation of the personal and excise taxes paid by individual city employes during 1926, 1927 and 1928 has not been disclosed. In fact, the starting of the intensive collection campaign has been shielded by secrecy.

News that city employes who have neglected to pay their taxes will be forced to do so came out yesterday, when a general order was issued by Fire Commissioner McLaughlin, in which he warned firemen that they can not be tax debtors after April 1.

Similar orders have been prepared by other department heads. In the fire department deputy and district chiefs are charged with the responsibility of listing every man under their command who can not produce a paid poll tax bill for 1929.

The inquiry will compel the questioning of every individual fireman. After he has produced the receipted 1929 bill, he will be asked if he received any personal property tax bill for 1926, 1927 and 1928, or an excise tax bill for 1929. Admission of receipt will be followed by a demand for proof of payment of such bills.

OTHER OBLIGATIONS

Not only must poll taxes be paid before April 1 but assessments levied upon personal property as well as the excise tax on automobiles must be paid.

Department heads have warned subordinate executives that they must list and submit April 2 the names of all city employes who have admitted that they received personal and excise tax bills but who can not show receipts.

Within a few weeks the drive will be extended to property owners who are delinquent. To force payment of long overdue bills, properties will be advertised for sale.

The list of such properties, already in preparation, is reported to establish a record.

The zeal with which constables are pressing delinquents who are not city employes has been productive of prompt payments in many cases, but those who have been given time to settle and who have failed to do so will be greeted with warrants for their arrest.

Destroyer to Come Here For Evacuation Day

[From Herald Washington Bureau]

WASHINGTON, March 10—The navy department today notified Congressman McCormack of South Boston, that the destroyer Goff had been ordered to leave Guantanamo bay, where it has engaged in manoeuvres, and proceed to Boston, where its crew will participate in the celebration of Evacuation day next week. The Goff was expected to sail some time today.

Mayor Curley and the city council officially recognized the national sorrow and issued orders that flags be lowered to half staff today. The order of the mayor was as follows:

In conformity with established custom the city of Boston will give expression to the grief that is experienced in the death of former President and chief justice of the United States supreme court, William Howard Taft.

You are directed as an expression of a sorrow that is both genuine and general to have the flag of the United States displayed at half staff for a period of 30 days.

GLOBE 3/11/30

$1,500,000 WAR MEMORIAL IN CHARLES RIVER BASIN

Beacon on Mt Greylock to Cost About $1,000,000, Legislative Committee Is Told by Speakers

The cost of the proposed war veterans' memorial to be erected on an island in the Charles River Basin will be about $1,500,000 and the war memorial beacon on Mt Greylock will cost about $1,000,000, the Joint Ways and Means Committee of the Legislature was told today by speakers, who urged immediate appropriations in order that preparatory work on the projects might be started at once.

The Charles River Basin memorial will be in the form of a chapel, erected on a five-acre artificial island in the basin, and the Legislature should take prompt action to appropriate a part of the money required for the edifice in order that work may be commenced on filling in the island and obtaining plans for the construction of the memorial itself, the speakers thought.

Charles A. Coolidge and Gen Edward L. Logan, both of Boston, deplored the possibility of any further delay. They told the committee that money should be provided at this session of the Legislature in order that the work of filling in the proposed five-acre islfland might be started this year. They also asked a $25,000 appropriation to cover the cost of conducting a competition among architects for a memorial design.

Col William H. Eaton of Pittsfield, chairman of the special commission which last Summer studied the War Memorial projects and recommended the two now under consideration, made the estimates as to the probable cost of the two structures. He said that the figures which he gave had been arrived at after a consultation with a number of prominent architects.

Wendell D. Howie, secretary of the special commission, pointed out that the $3000 originally set aside for the war memorial study had not been enough to permit the commission to employ engineers to make preliminary estimates.

Mayor Curley approves the report of the special commission in its entirety, it was stated by Corporation Counsel Samuel Silverman of Boston. He held that an adequate appropriation should be made for the architects' competition, in order to furnish an inducement for the foremost architects to submit designs.

Boston heartily favors the war memorial, although a quarter of the cost will fall upon that city, Mr Silverman said.

For Care of Departments

Representative William J. Sessions of Hampden, a member of the Ways and Means Committee, questioned the expenditure of such a large sum of money for a purely esthetic type of memorial. He favored constructing a memorial which would care for the dependents of war veterans. He would prefer an institution to care for tubercular children or the insane, he said.

Gen Logan replied that a memorial of the character proposed would be more inspirational than a building of a utilitarian nature.

Dr L. Vernon Briggs, representing associated veterans' organizations, pointed out that a hospital would become obsolete in 10 years while a memorial such as the one proposed would last indefinitely.

The veterans want the memorial erected by the State, not by subscriptions, he said, and if the people aren't willing to give it to them, the veterens don't care for it.

Representative Ralph Otis of Pittsfield introduced a number of Berkshire County people, who were recorded in favor of the Mt Greylock tower and beacon.

Senator Donald W. Nicholson of Wareham recorded the Selectmen's Association of Barnstable County in favor of the commission's two proposals. Senator Charles W. Faulkner of Pittsfield also appeared in favor of both plans.

The only speaker in opposition was Patrick E. Kelleher, chairman of the Legislative committee of the United Spanish War Veterans, who urged that the committee consider a proposition for the construction of a memorial soldiers' home. He said that there is need for such a home and that the present facilities are not sufficient to meet the need.

Secretary Howie of the commission stated later that the Spanish War Veterans' representative on the commission favored the memorial proposed in the commission report, however.

TRAVELER 3/11/30

CURLEY APPROVES PAVING CONTRACTS

Two contracts for pavement patching totalling more than $10,000 were approved by Mayor Curley today.

Commissioner of Public Works Rourke submitted the contracts he awarded the lowest bidders. The work for district No. 1 goes to the General Construction Company with a bid of $75,900 and for district No. 2 to M. F. Gaddis for $75,950.

The districts were not defined and both contractors can be ordered anywhere in the city. Work will start immediately patching smooth-paved downtown streets. Traffic will be inconvenienced slightly.

GOVERNOR SQUARE SUBWAY HEARING

The legislative committee on metropolitan affairs will hold a hearing Wednesday of next week on the compromise bill for the extension of the Boylston street subway under Governor square. This announcement was made today by Senator Warren of Arlington. The bill has been agreed upon by the city of Boston and the Elevated.

BOYLSTON-ST EXTENSION HEARING TO BE NEXT WEEK

The Legislative Committee on Metropolitan Affairs will hold a public hearing Wednesday of next week on the bill agreed to by the city of Boston and the Boston Elevated Railroad, providing for an extetnson of the Bylston-st subway beyond Governor sq, the property extenson to be leased by the city to the Elevated Company. If a deficit develops it will be met by the cities and towns in the newly created Metropolitan Transit District.

HEARINGS ON COURTHOUSE FOR SUFFOLK DEFERRED

The hearing scheduled for today before the Joint Ways and Means Committee of the Massachusetts Legislature on bills for a new Suffolk County Courthouse were deferred, at the request of Charles E. Rackemann of the Boston Bar Association and Samuel Silverman, corporation counsel of Boston.

Postponement was taken until such time as bills on the same subject now before the Legislative Committee on State Administration shall have been considered by the latter committee.

AMERICAN 3/11/30

Boston Hose Work Goes to Local Firm

The Boston Woven Hose Co., second lowest bidder at $17,000, was awarded a contract for fire hose by Mayor Curley. The lowest bidder was the Reece Rubber Co., about $500 under the Woven Hose Co.

The local company was awarded the contract in line with the policy followed by Mayor Curley, where there is not great variance in bids, to aid local employment.

Post 3/11/30

TAKE TAXES FROM CITY MEN'S PAY

Curley Gives Order to Collect After April 1

Mayor Curley yesterday instructed the City Treasurer to deduct from the salaries of city employees who are delinquent in their poll, personal and excise taxes, the amount due.

Twenty per cent of the employees o the city of Boston are lax in tax pay ments, the Mayor said, and those wh are unable on or before April 1 to ex hibit receipts for last year's taxes, wil have the sums due taken from thei pay.

A notice to this effect has been re ceived at fire headquarters, it was an nounced yesterday in general orders is sued by Commissioner McLaughlin, in structing district chiefs and heads o department divisions to examine every man in their command and require him to show a paid poll tax bill for 1929.

Each man will also be asked if he has received any personal property tax bill for the year 1929. If the employee has received such a bill, a receipt must be shown to the district chief or head of the department division.

On April 2 consolidated reports will be forwarded to the commissioner, giving the names of all employees under their command who have not shown a paid poll tax bill for 1929, and the names of those who have received personal and excise tax bills and do not show re ceipted bills. The names of the latter will be submitted to the city treasurer with an order to withhold from such salaries and wages due them an amount sufficient to reimburse the city.

VOTE FERRY TOLLS CUTS FOR APRIL 1

Reductions of 50 to 70 Per Cent to Be in Effect

Reductions of 50 to 70 per cent in the East Boston ferry tolls will become effective on April 1, as recommended by Mayor Curley in his ordinance amendment which was adopted yesterday by the City Council at the conclusion of an hour's torrid debate.

AMENDMENT BEATEN

As the final move in his battle against the cut, Councillor Robert Gardiner Wilson, Jr., of Dorchester, sought to make the order effective for only four years by a further amendment, but under the leadership of Councillor Timothy F. Donovan of East Boston, the Council supported the Mayor's plan without restrictions by a vote of 14 to 7.

In his maiden speech in the assembly, Councillor Clement A. Norton of Hyde Park went to the aid of his East Boston colleague with a masterful attack against the custom of overtaxing the residents of the island district. "The city has unfortunately been toll-minded in regard to East Boston, and inasmuch as the tolls have been removed from our bridges to Chelsea, Cambridge and other cities, it is about time the East Boston ferry tolls should be abolished altogether," said Councillor Norton.

Wilson and Donovan Debate

Councillor Wilson challenged his colleagues to go back on their votes of last year when they approved former Mayor Nichols' schedule of increased ferry tolls which went into effect on Jan. 1, in an effort to reduce the annual deficit of $750,000.

But Councillor Donovan of East Boston retorted that the plan had not helped to reduce the deficit but was making the deficit larger due to the fact that the traffic and revenue had dropped since the increase in rates as the truckmen were "boycotting" the ferries.

Councillor Donovan stated that the bridges reveal a deficit of $800,000 each year and he defied the Dorchester representative to recommend the establishment of tolls on the bridges used by the voters of Dorchester.

Schedule of Reductions

Under the new ordinance amendment, beginning on April 1, the toll on automobiles with drivers will be reduced from 20 cents to 10 cents; on one or two horse vehicles with driver, from 15 cents to five cents; on trucks of six tons or less, from 20 cents to 15 cents; on trucks over six tons, from 30 cents to 20 cents; on motorcycles, from 10 cents to five cents; on three or four horse vehicles with driver, from 25 cents to 10 cents; on trailers from 20 cents to 10 cents; on a man with a handcart or wheelbarrow, from 10 cents to five cents; a horse and rider, from 10 cents to five cents; and cattle, from 10 cents to five cents.

Pedestrians will still be required to pay but a cent and the rate for autobuses will remain at 30 cents.

CAR TRACKS TAKE UP TOO MUCH ROOM

Arnold for Removal of Huntington Ave. Reservation

Removal of the Huntington avenue street car reservation for the relief of traffic congestion and as a measure of public safety was recommended late yesterday by Dr. Seth F. Arnold, representing the Back Bay ward in the City Council.

CAUSE OF ACCIDENTS

He attributed 196 accidents resulting in personal injuries or death in the last three years to the congestion caused by the planted reservation between Dartmouth and Francis streets on one of the most popular exits from downtown Boston.

The reservation, he protested, takes a strip 25 feet wide out of the middle of the 75-foot avenue, and yet the passengers are forced to stand in the roadway in order to step onto a street car because of a lack of room on the reservation.

The extra space on the reservation, he said, was between the inbound and outbound tracks, where it was useless to anybody. If the removal of the reservation entirely to create a street 75 feet wide for traffic were disapproved, he suggested that the tracks be placed closer together so that passengers might stand on the reservation.

The Back Bay Councillor's order was referred by President Lynch to the committee on public safety for study.



HERALD 3/12/30

SLATTERY HITS SCHOOL BOARD

Defunct Commission Deplores Use of Portable Buildings

CHARGES COMMITTEE WASTED CITY MONEY

The Boston school committee is strongly criticized by Francis E. Slattery, former chairman of the Boston schoolhouse commission, legislated out of existence at the last election, in the 1928 report of the commission released yesterday.

Slattery, who is now devoting his entire time to law, is expected to release the 1929 report today. Sensational charges are said to be contained in it, particularly in reference to the allocation of school children and the lack of seats for them despite a large building program.

SAY MACHINERY MISUSED

In the 1928 report, signed also by associate commissioners Charles P. Norton and James W. H. Myrick, the practice of placing school children in portable school buildings while space in the main building is given over to machinery is deplored, the commissioners stressing that portables are placed in various school yards at the written request of the school committee.

The matter of heat and ventilation is also discussed. The report states that the central fan heating system, used in most of the schools, was nullified when teachers, in obedience to instructions and belief, opened school windows, cutting down the free air capacity of the room and causing a loss of 50 per cent. in heat.

A survey showed that only 13 per cent. of the fan systems in Boston schools were being utilized during school hours. This caused the loss of necessary heat, lack of proper ventilation and left more than $3,000,000 of mechanical equipment lying idle. The whole blame is laid at the door of the school committee by the schoolhouse commission.

The net result, however, was that the board examined all systems used in building and settled on a so-called austral window, which permitted the entry of free air from the outside without contact with the pupil. The city saved 2 per cent. in construction cost, obtained more space, reduced heating costs fully 20 per cent. and resulted in a lowering of maintenance charges.

The placing of $110,000 worth of machinery in a spot desirable for classrooms, occupying six classroom space, was attacked. The machinery was placed on the first floor, directly next to the main entrance.

REPORT COMES YEAR LATE

Waste of the city's money is charged in the matter of land takings and building construction. The commission points out the procedure of such land takings and then states that "in some cases, at the direction of the superintendent of schools, the commission has expended thousands of dollars on plans for new buildings and sites, only to have the order appropriating the construction rescinded . . . a serious waste of the city's money."

The report, which is about one year late, contains 104 printed pages. The report of the commissioners uses 10, other reports, 23 pages; 24 pages are needed for printing major appropriations of the year, 6 pages are devoted to the standard architect contract form; 23 pages are given to standard specifications; 18 pages to assessed valuations of schools, and the remaining half to various school plans.

STRIKELESS CITY URGED BY CURLEY

Tells Contractors He Is Striving for New Pact In Bldg. Trades

SAYS CITY WILL AID UNEMPLOYED SOON

Boston's future prosperity and progress depends upon the development of the Greater Boston plan of incorporating 41 surrounding cities and towns with the city of Boston, Mayor James M. Curley declared yesterday, at a gathering of contractors at the offices of Brown's Letters, Inc., 169 Devonshire street.

The mayor spent considerable time discussing unemployment and favored greatly increased public projects to relieve the situation. He pointed out that there is much delay, however, in securing the necessary legislation for public works.

"The only substitute for the dole system," the mayor said, "is work. I have no doubt as to the ability of the American people to overcome the present economic depression. Here, in Boston, with the assistance which I hope we will enjoy from the Legislature, we have laid out a program which should make possible a reduction in the ranks of the unemployed during the next 45 days."

The program consists of street work, installing sewers and conduits for public service corporations and general building.

"I have asked the Legislature for authority to spend $10,000,000 on streets," the mayor said. "We could spend $60,000,000 and not complete our work." Public utility corporations are co-operating, he said, by agreeing to extend their construction work.

"I have been endeavoring since assuming the office of mayor to secure an agreement between the building trades employers and the employes that will make it possible for the authorities in Boston to proclaim to the world that Boston is a strikeless city."

"In 1922 I found a condition of unrest and inability to get together between the building trades employers and the employes and after a period of three months we effected a truce and as a result an agreement was entered into whereby there would be no strikes for a period of two years and any question requiting adjudication—that could not be settled between them—be referred to the mayor of Boston who should have full authority to settle it. As a consequence in 1923 we embarked on and completed the greatest building construction program ever embarked on and completed in the history of the city of Boston, $73,000,000 of construction as against less than $20,000,000 in the preceding year."

$50,000,000 IN NEW BUILDINGS

To Start Soon to Relieve Unemployment

Promising the staort of a $50,000,000 building programme in this city for the relief of unemployment here in a few weeks and voicing his confidence in President Hoover's ability to improve the national situation, Mayor Curley yesterday addressed a large group representing the building trades at a coffee party held at Brown's Letters, Inc., at 169 Devonshire street.

While praising President Hoover, the Mayor took a gentle slap at former President Coolidge and his economy, as reflected in the vision of the workers. "I do not want to say it in criticism," said the Mayor, "but if every American followed the Coolidge policy and continued to live in one-half of a two-family house or wore a three-year-old Fedora, I wonder what would have become of all the productive agencies in America."

In praise of the President, the Mayor stated, "I have high hopes, regardless of party politics, that this man with his splendid engineering brains will be enabled during his terms or terms of office as President of the United States to lay down a programme of economic justice that will make a healthy, happy and healthful condition for every man, woman and child in the United States of America."

HEARING ON GOVERNOR SQ.

Subway Extension Up Next Wednesday

Through Senator Charles C. Warren of Arlington, the legislative committee on metropolitan affairs yesterday announced it will hold a public hearing in the State House next Wednesday, on the bill agreed to by the city of Boston and the Boston Elevated Railway, providing for the construction of an extension of "El" subway under Governor square.

Under the situation as it now stands the property would be leased by the city to the "El," and in the event that a deficit occurs this would be met by the cities and towns in the newly-created metropolitan transit district.



Post 3/12/30

CHARGE WASTE IN BOSTON SCHOOLS

Schoolhouse Commissioners' Report Puts Entire Blame for Situation on School Committee

BY WILTON VAUGH

Speaking officially for the first time since it was legislated out of office in the last November election, Boston's former Board of Schoolhouse Commissioners, in its annual report for 1928 which came hot off the press late yesterday, charged the public school officials with wasting hundreds of thousands of dollars of the taxpayers' money.

USELESS SITES BOUGHT

Through the purchase of school sites upon which schools will probably never be erected, through the scrapping of expensive architect's plans and through the installation of millions of dollars' worth of mechanical equipment, as well as the failure of the school authorities to provide a storehouse for equipment, a tremendous amount of money was wasted.

That $3,000,000 worth of ventilating equipment has been lying idle because of the psychology of the teachers, who preferred the fresh air method of opening the windows instead of turning the wall switch, was a further charge of the old board.

The report, which was signed by former Chairman Francis E. Slattery and former Commissioner Charles P. Norton and James W. H. Myrick, placed directly in the laps of the school superintendents and school committee the responsibility for the large number of portable buildings used in the Boston school system.

The old commission stated that its every act was performed only at the direction and the required authority of the school superintendent, his board of assistants and the school committee.

Shops Displace Seats

Although the old commissioners built schools providing 16,000 new seats while the school population was increasing by only 4000 in four years, the portables remained, because the school officials displaced a total of 17,600 seats by ordering the classrooms used for shops and special work, such as Americanization, nutrition and lip reading.

As an example of the expenditure of city money without providing seats for classroom pupils, the schoolhouse department pointed to the $475,000 Michelangelo School in the North End, which is practically no more than an auditorium, only a small fraction of the space being allotted to classrooms, at the direction of the school officials.

Chairman Slattery announced yesterday that he will issue another statement today in summing up the annual report of 1929, before sending it to the printer.

Disclaiming responsibility for the purchase of private land for school sites or the appropriation of funds for the erection of buildings on the sites, the board reported "the result has been that in many cases there are sites now in the possession of the city, some of them for many years, concerning which no action has been taken by the school committee for the erection of buildings thereon.

"Indeed, in some cases, the Board of Schoolhouse Commissioners, at the direction of the superintendent of schools, has expended thousands of dollars on plans for new buildings on some of these sites, only to have the order appropriating the construction funds rescinded; and further, the appropriation has been rescinded in two cases after the blds for construction had actually been received.

Seeking to show that the school officials have failed to provide classroom seats for the pupils by ordering workshops and special rooms in the main buildings instead of in the portables, the report pointed to the $623,000 Frank V. Thompson school at Maxwell street, Dorchester, "where there are in the permanent building eight shops occupying a space equivalent to 10 classrooms, and there are in the yard nine portables now used wholly for classrooms. It is a pity that machinery seems to be preferred to children," stated the Schoolhouse Commissioner's report.

"This board is of the firm belief," stated the report, "that if the district lines were readjusted to permit the use of the available buildings to their reasonably full capacity, and the mechanical and other shops were removed from the permanent buildings to the portables whenever feasible, the use of portables for classroom purposes would be reduced to a minimum, leaving only the floating school population to be cared for, which will always require the use of some portables."

The board stated that there were about 6480 pupils in the portable classrooms, but contended that there were 9493 vacant chairs in permanent buildings due to the movement of population to newly developed residential districts.

After the installation of the central fan heating system, with its mechanical ventilation, the board made a survey and found that the teachers continued to open the windows for ventilating purposes, "removing more than 50 per cent of the supply of heat and cutting off the supply of fresh air provided by the system."

Repeated requests were made to the school committee for a storage warehouse without results, the report stated, adding, "As a result, the city is wasting thousands of dollars yearly" on school furnishings alone for lack of a place to store them and repair them.

ALL READY IN SOUTH BOSTON

Roster of Evacuation Day Parade Now Complete

With the roster of the Evacuation Day parade in South Boston complete, Chief Marshal Edward C. Carroll announced last night that everything was in readiness for the observance of the 154th anniversary of the Evacuation of Boston by the British.

Mayor Curley, as honorary chief marshal, and the City Council will lead the parade behind a detail of mounted police officers. Chief Marshal Carroll and a staff of army and navy dignitaries will follow.

Units of the regular army, the navy and the National Guard will be in line as well as representative turnouts from the American Legion, the Veterans of Foreign Wars and other military bodies. A special feature will be the United Train of Artillery Veterans from Providence, R. I., who will act as color guards.

In the civic division of the parade there will be 22 floats representing all of the organizations and nearly all of the industries in the South Boston district. The civic division will be headed by John O'Brien, chief marshal; Martin J. Ryan, chief of staff, and Daniel J. Haley, adjutant.

COUNCILLORS PAY POLL TAX

Also Obliged to Obey the Mayor's Instructions

Warned that their unpaid tax bills will be deducted from their pay envelopes on April 1, hundreds of city employees yesterday crowded the offices of the city collector to turn cash back into the city treasury for the first time in years and to obtain receipts to show to their superiors.

Included in the waiting lines were members of the City Council, for under the law even the Mayor and other members of the city government are required to pay poll taxes as well as real estate and personal property taxes, though they are exempt from the income tax by the federal government.

Under the instructions transmitted by the Mayor to City Collector George H. Johnson, there will be no municipal tax exemptions for anyone, except widows owning their private homes. Political leaders and so-called ward "heelers," who years ago maintained the practice of evading poll tax bills for themselves and their followers, have been ordered by Collector Johnson to pay or go to jail.

HERALD 3/12/30

CITY EMPLOYES HEED TAX DRIVE

Start Rush to Collector's Office to Make Back Payments

MUST SETTLE SOON OR TAKE WAGE CUT

Delinquent taxpayers took cognizance yesterday of the unprecedented drive initiated by Mayor Curley to collect unpaid personal taxes, and started a mild rush to the collector's office to settle their bills.

Notice to city employes, who compose more than 20 per cent. of all delinquents, that unless they settle before April 1 the amount of their bills will be deducted from their pay envelopes, inspired other delinquents, who visualized meeting constables armed with warrants, to place themselves in good standing with Collector Johnson.

DRIVE UNDER WAY 10 DAYS

The reticence of Mayor Curley and Collector Johnson about the campaign against delinquents concealed the fact that the drive has been underway for more than 10 days and that municipal department heads have been quietly commanding employes to present receipted tax bills for inspection.

The most flagrant offenders are the owners of automobiles who have paid no attention to repeated demands of Collector Johnson for the payment of the motor excise tax. City employes, who own motor cars, have paid poll taxes but have refused to pay the excise tax. The number of delinquents who are indebted to the city for poll taxes is small in comparison with those who have failed to pay the assessments upon automobiles.

TO INVOKE DRASTIC MEANS

Some of them laguhed at the collector's demands for excise tax payments. The collector is sure to do whatever laughing is done now for he has been specifically directed by Mayor Curley to collect outstanding taxes.

The mayor has not designated the methods of procedure to be followed by the collector but has left the selection to the discretion of Mr. Johnson who has deemed it necessary to invoke the most drastic means at his command to collect overdue taxes.

The mayor's orders were transmitted to department heads by Collector Johnson and the manner in which they have co-operated is indicative of the belief that the mayor intends to have his order obeyed.

DEPARTMENT HEADS ACTIVE

Public Works Commissioner Joseph A. Rourke has been scrutinizing tax bills shown to him by employes of his department for some time. The inspection started in the fire department yesterday, when district chiefs called upon all subordinates not only to produce receipted bills for 1929, but to also produce similar bills for the three preceding years.

Firemen who admitted that they had not paid either poll or excise tax bills were ordered to make settlement immediately because Commissioner McLaughlin will forward to the city treasurer April 1 a list of all delinquents. Their next pay envelopes may hold nothing else than receipted tax bills. In other departments a similar policy will be followed. The "deadline" for delinquents who are not city employes has not been set because constables are gunning for such debtors and unless they make payment on sight they will be lodged in Charles street jail.

IMPRESSED BY BOROUGH PLAN

Prof. Beale Returns After Study of London Municipal Government

WILL REPORT, BUT NOT RECOMMEND

By FRANK L. DENNIS

NEW YORK, March 11—Boston could profit by adopting some of the strong points of the London borough system of municipal government, Prof. Joseph H. Beale of Harvard, a member of Mayor Curley's Greater Boston planning commission, said tonight on his arrival here on the Bremen, after an intensive study of London government.

The principal advantage of the borough system, as exemplified in London, and as practicable for such a group of cities as that of which Boston is the centre, would lie in greater efficiency in activities such as those of water, police, fire, health, sewer and park departments, Prof. Beale believes.

FAVORABLY IMPRESSED

"All in all, I was very favorably impressed with the London system," Prof. Beale said. "The only faults I found were in the details. The English metropolitan system manages to keep subsidiary cities and towns in existence as somewhat independent entities, and yet can serve the whole of them as a unit."

Prof. Beale said he did not intend to make any specific recommendation either to Mayor Curley or to the planning commission.

"I simply shall report the facts as I found them so that the commission may act as it sees fit. I presume a meeting of the commission will be called some time this week," he said.

In comparing the London system with metropolitan Boston's problems, Prof. Beale said that the co-operative administrative efforts of the British city in providing sewer, water, fire fighting and police facilities were accomplished by a county council of elected officials, which might have a counter part in a greater Boston plan, since it would have the advantages of democratic government which the smaller Massachusetts cities desire.

"Our metropolitan district commission is a fair example of how the London borough system works out. That commission has been thoroughly effective in parks, water and sewer administration. Essentially it is the same as the London plan, but on a smaller scale.

"After my study abroad I think it feasible that the metropolitan Boston plan might be broadened to take in more of the municipal duties without destroying the participating cities as separate entities, and with an elective commission this might be feasible.

"However, I wish to reiterate that I shall make no recommendation to Mayor Curley's commission. I merely shall make a report of facts."

The professor derived considerable amusement from the activities of the customs officials, who appeared certain he was a smuggler.

"Perhaps they know I'm bringing in a British idea," he laughed.

Mrs. Beale accompanied the Harvard professor on the trip, which began in late January and which included a visit to Italy and France besides the London survey.

RECORD 3/12/30

Public Hearing on Bill to Extend the Subway

A public hearing will be held one week from today by the legislative committee on metropolitan affairs on the bill to extend the subway beyond Governor sq. in order to eliminate one of the worst traffic tangles in the city. Senator Charles C. Warren of Arlington will preside.

GLOBE 3/12/30

CONTRACTS FOR PATCHING ASPHALT PAVING APPROVED

Awards of contracts for asphalt paving patching, made yesterday by the Commissioner of Public Works to the lowest numerous bidders, were approved by Mayor Curley.

For the work on District 1, the contract was given to the Central Construction Company for $75,900. In District 2, M. F. Gaddis received the award at $75,950.

Work is expected to begin once on patching smooth-paved streets in the downtown section.



GLOBE 3/12/30

BUILDING TRADES PEACE NEEDED, CURLEY HOLDS

Says If Jurisdictional Disputes End Boston Will Embark on Great Program of Construction

Discussing social and economic conditions effecting the city of Boston, before a group of architects and contractors at Brown's Letters, Inc, 169 Devonshire st, this afternoon, Mayor Curley voiced an optimistic view, expressed hope and confidence in future prosperity and suggested a closer cooperation on the part of the people of the metropolitan area.

Mayor Curley said that he had learned much in the four years that he was out of public office, and he hoped he could employ it to the benefit and advantage of the city. He declared that he realizes very keenly how difficult it is for Boston, with a population of 800,000 in a limited area, to be the potential factor that it should be in solving the major problems of this section of the country. Boston, he said, finds it impossible to secure national legislation to permit the port of Boston to compete with other cities of like commercial advantages along the Atlantic Coast.

Granite Decision Applauded

In the opinion of Mr Curley, the future prosperity and progress of Boston depends on the development of a greater Boston—a greater city that would permit an increase in population from the present 800,000 to 2,000,000, and a Greater Boston that would permit Boston to pass from ninth to fourth place in rank among the cities of Boston.

Touching on the value of cooperation and concentration, Mr Curley brought forth some applause when he told the assembly that through Boston's intercession the committee on appropriations in Washington had less than an hour before voted to increase the appropriation for the building of the new Boston Postoffice and Federal Building by $750,000, thus making it possible to face the proposed building with granite rather than Indiana limestone, simply because the chairman of the committee on appropriation came from Indiana. The Mayor characterized the victory as a really and truly worthwhile achievement.

Referring to the unemployment situation, Mayor Curley reviewed the conditions that obtained at the close of the World War, when the boys in the service began to return to private life. He said that conditions today were not unlike those. There was only one solution, he said, and that was to substitute work for the dole system, for work alone, he said, would preserve the independence of the individual and demonstrate his willingness to work if work is provided.

Mr Curley said that he had no doubt of the ability of people of America to overcome the present economic condition, and he had hope, too, in the President's great engineering ability to lay down a program of economic justice that would make for a happier and more prosperous condition for every man, woman and child.

Has Hopes of Great Program

Mayor Curley said that he hoped it would be possible through an understanding between the employer and the employe to bring about an agreement among the building trades that would tend to alleviate the co-called jurisdictional disputes. And if such can be accomplished, he said, Boston will embark on a program of construction of a major character that will open up an opportunity for the unemployed, such as the war-time prosperity opened up for the man over 45 and even 60 years old, who in these days, he said, seem to be assigned to the scrap heap.

He said that if the representatives of the building trades' mechanics and the employer can agree, Boston should enjoy a strikeless period for at least two years.

The Mayor said that Boston would embark on a building construction program that would total in excess of $35,000,000 and, perhaps, reach nearer to between $40,000,000 and $50,000,000.

QUARRYMEN AWAIT BIG BOSTON ORDER

Several May Help Supply Postoffice Stone

All Hoping Congress Votes $750,000 More for Granite

Vermont and Maine quarrymen, as well as those at Rockport on Cape Ann and at Quincy, will hail the news of the proposed substitution of granite for limestone in the projected Boston Federal Building, and heartily hope that the additional $750,000 appropriation for this purpose finally passes Congress.

Supervising Engineer Edwin H. Pearson of Boston Government buildings expressed satisfaction at the news, both from the point of view of New England industry and personal preference. The probability is that, if granite is substituted, contracts for such supplies would be apportioned among each of the better New England quarries.

New Granite Cheaper

The Federal Building, razed a few months ago, was of granite. Thousands of tons of this granite are now on the scrap heap. It will be much cheaper to buy brand new material than to trim any of the granite of the razed building for use in the new structure.

Speaking for Cram & Ferguson, local consultants with United States Treasury architects on the new building, Chester N. Godfrey said yesterday afternoon that the substitution was perfectly agreeable, that the plans will not have to be changed materially, and will no doubt be ready at the prescribed time, late in the Summer.

A contract was let yesterday for excavation work on the now vacant site of the projected building. About six feet of the present earth flooring will be removed. Then piers will be sunk as footing for the towered structure planned. In the late Summer or early Fall the construction contract will be let. In perhaps two years the new Federal Building will be finished.

Mayor Curley Pleased

"The news from Washington that granite is to be used in the new post office instead of limestone is very gratifying," Mayor Curley said yesterday. "It is evidence of the value of unity and the necessity for similar united action on all matters of legislation in Nation, State or municipality, that are beneficial to the community.

QUINCY, March 11—Mayor McGrath said today:

"I hope our manufacturers will now get busy and put their best efforts forward, because we feel just selfiish enough in Quincy to hope that the granite selected may be Quincy granite.

Sam Squibb, head of the International Granite Cutters' Union, said:

"This is the best news I have heard in a great while. It means a great deal for New England labor and New England industries. Great credit for this victory is due Senator Walsh and Congressman Wigglesworth.



GLOBE 3/12/30

BOSTON $35,000,000 BUILDING PLANS TOLD

Mayor Says It Depends on Peace Among Trades

The future prosperity and progress of Boston depend on the development of a Greater Boston—that would permit an increase in population from the present 800,000 to 2,000,000, and a Greater Boston that would permit Boston to pass from ninth to fourth place in rank among the cities of America, in the opinion of Mayor Curley, expressed yesterday in a talk before a group of architects and contractors at Brown's Letters, Inc, 169 Devonshire st.

Mayor Curley voiced an optimistic view of future prosperity and suggested a closer cooperation on the part of the people of the metropolitan area.

Hopes for Peace Pact

Mayor Curley said he hopes it will be possible through an understanding between the employer and the employe to bring about an agreement among the building trades that will tend to alleviate the so-called jurisdictional disputes. If such can be accomplished, he said, Boston will embark on a program of construction of a major character that will open up an opportunity for the unemployed, such as the war-time prosperity opened up for the men over 45 and even 60 years old, who in these days, he said, seem to be assigned to the scrap heap.

The Mayor said that Boston will embark on a building construction program that will total in excess of $35,000,000 and, perhaps, reach nearer to between $40,000,000 and $50,000,000, if the agreement is reached insuring a strikeless period of two years in Boston.

Like Conditions After War

Referring to the unemployment situation, Mayor Curley reviewed the conditions that obtained at the close of the World War, when the boys in the service began to return to private life. He said that conditions today are not unlike those.

The one solution, he said, is to substitute work for the dole system, for work alone, he said, will preserve the independence of the individual and demonstrate his willingness to work if work is provided.

Mayor Curley told the assembly that through Boston's intercession the committee on appropriations in Washington had, less than an hour before, voted to increase the appropriation for the building of the new Boston Post-office and Federal Building by $750,000, thus making it possible to face the proposed building with granite rather than Indiana limestone, simply because the chairman of the committee on appropriation came from Indiana.

GAFFNEY REJECTED BY CIVIL SERVICE

The State Civil Service Commission today declined to approve Mayor Curley's appointment of James P. Gaffney as a member of the Board of Appeal.

MEASURE OF PROSPERITY IS SEEN BY CURLEY

Reemployment to Start Within 30 Days, Mayor Predicts at Legislative Hearing

That there will be a "measure of prosperity" within the next 60 days and that within 30 days "we will begin to re-employ" is the opinion of Mayor Curley, expressed at a hearing today before the Legislative Committee on Municipal Finance on his bill to borrow $5,000,000 each year for three years for schoolhouse construction.

In opening his remarks the Mayor said, "I believe an emergency exists. I am anxious to help out the Republican party—nationally—and I hope to see Mr Hoover succeed in his program."

The bill provides for 20-year bond issues. The Mayor said that he felt that at the present time the spread between indebtedness and valuation of property is so great that the city may safely suspend the pay-as-you-go policy "until we have caught up" with school construction.

In reply to a query by a committee member as to whether the proposed $5,000,000 a year could not be raised by tax levy and $1,000,000 by bond issue, Mayor Curley said he was merely submitting a compromise measure which had been agreed upon after a conference between himself and the School Committee.

The Mayor said he did not believe the question of rapidly mounting school costs lies wholly in schoolhouse accommodations and that "perhaps, sometime, an incensed people will determine." He believed, he said, that with the yearly $5,000,000 contemplated the city would in three years eliminate the portable schoolhouses and be "well along" with the elimination of wooden buildings. He pointed out that every school building in Hyde Park, with the exception of the High School, would have to be replaced. He said the High School had been started at the close of his previous term of office "and I don't know whether they've finished it yet."

FUNERAL SERVICES FOR JOSEPH E. SMART JR

The Church of the Holy Name, Center st, West Roxbury, was thronged this morning at funeral services for Joseph E. Smart Jr, 18, son of Joseph E. Smart, assistant secretary of the Board of Assessors of the city of Boston. The cortege headed by the honorary pallbearers, 30 young men, classmates of young Smart at Jamaica Plain High School, and a delegation of 20 from Bostonia Court, M. C. O. F., proceeded from the home, 87 Ardale st, Jamaica Plain to the church.

At th eentrance to the church, 40 altar boys met the procession and headed by John Hampe, cross bearer, escorted the casket down the center aisle to the altar rail.

A solemn requiem high mass was celebrated by the pastor, Rev William P. McNamara assisted by Rev Charles Bryson, deacon; Rev Charles Riley, subdeacon; William O'Hara, master of ceremonies; Charles Canty, thurifer, and Philip McTiernan and William Kelliher, acolytes.

The music was under the direction of Mrs Charles B. Lally, organist, with Miss Mary J. Catogge, soprano, and Mrs Walter L. Finigan, contralto, as soloists. Schmid's mass was sung. Mrs Finigan sang the "Miserer." At the end of the mass Miss Catogge sang "Pie Jesu."

There was a profusion of floral tributes, including a standing piece from Mrs James M. Curley, a wreath from Mayor Curley, a pillow from Senator Gaspar G. Bacon, and pieces from the office of the board of assessors and the Jamaica Plain High School.

The bearers were James M. Curley Jr, Edward Shay Jr, Irving Black, J. Paul Canty Jr, Robert Miller and Joseph Cunningham. The ushers were J. Paul Canty, Edward J. Deveney, Alfred Mahoney and William Hogarty.

Rev Fr McNamara spoke feelingly of young Smart, recounting his many virtues and devotion to his church and pastor. He said that the young man was the pioneer altar boy of the Holy Name Church, being the first boy to respond when the parish was formed.

Delegations were present from Bostonia and Columbia Courts, M. C. O. F., the Ladies' Catholic Benevolent Association and St Basil's Club of the Holy Name Church. The young man was a member of Co C, 101st Engineers, M. N. G.

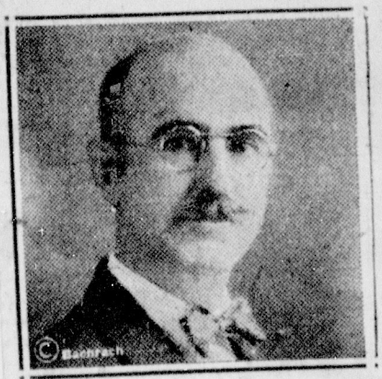
Burial was in Old Calvary Cemetery, West Roxbury. Prayers were read at the grave by Rev Fr McNamara, assisted by the priests who officiated at the mass.

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GLOBE 3/12/30

CHARITABLE IRISH SOCIETY TO MARK 193D ANNIVERSARY

Postmaster General Brown to Bring President's Greetings to Annual Dinner Next Monday



JOSEPH JOYCE DONAHUE
Toastmaster



POSTMASTER GEN WALTER F. BROWN
Speaker

Among the many anniversaries which coincide this year with the tercentenary of the Massachusetts Bay Colony, one of those of longest standing and largest historical interest is that of the Charitable Irish Society of Boston. It is now closely approaching its 200th birthday, and is planning to signalize with unusual distinction, in keeping with the great civic celebration, the adding of another year to its long record.

As is always the case, this annual commemoration comes on St Patrick's Day. It was on that date 193 years ago, almost a half-century before the Revolution, that a handful of Bostonians of Irish birth or descent gathered to found a society, which should primarily engage in works of charity. The occasions therefor were ample enough in those troubled days of the French and Indian wars.

The little society grew slowly during the 18th century, and found an added scope for its efforts during the Revolutionary War, when March 17 acquired an added significance as Evacuation Day in Boston. Its activities also became more pronounced in the conflict of 1812, in the Mexican and Civil and Spanish Wars, and more recently in the World War. Its energies were especially taxed after the Irish famine times of 1846, when Boston first started to become perhaps the most distinctively "Irish" city in America.

Many hundreds of members now carry on the traditions founded by a tiny group in 1737. On March 17 of this year they will gather at the Hotel Somerset to commemorate a long and distinguished past at their annual St Patrick's dinner, which will include several notable guests.

For the first time in the society's history a member of the President's Cabinet will respond to the toast of "The United States of America," in the person of Postmaster General Walter F. Brown of Ohio, who will bring to Massachusetts the felicitations and good wishes of President Hoover. The greetings of the Commonwealth of Massachusetts will be brought by Gov Frank G. Allen, and those of the city of Boston by Mayor James Michael Curley. The customary annual toast of "The Day We Celebrate" will be answered by Hon John F. Crosby of New York. Joseph Joyce Donahue of Boston will be toastmaster.

Under the presidency of Thomas M. Green, the Charitable Irish Society has scored a notable accession in numbers and activities during the past 12 months. It looks forward to its biggest and most distinctive St Patrick's dinner in its history in this tercentenary year.

TRAVELER 3/12/30

City Employes' Taxes

IF we must have taxes, and no doubt we must, we should pay them. We are not compelled to be enthusiastic about it, but should accept the fact that there they are and it is our duty to dig down somehow or other and meet the situation.

It would appear that more than 4000 employes of the city have been careless of demands to pay their personal, excise and poll taxes. Mayor Curley, prompted by a determination to do what he is elected to do, has announced that unless city employes pay their overdue taxes in full by April 1, the amounts will be taken from their pay.

At first thought, this would appear to be harsh treatment. Perhaps it is; perhaps it is not. City employes are not overpaid very much. On the other hand, they have a job fifty-two weeks a year, for a good many years, and then they get a pension.

The rest of us have to pay taxes. If we do not pay them we get into plenty of trouble. We pay fines for the most trivial reasons. We are assessed constables' fees and other expenses. The city does not assure us a job the year 'round, nor a pension.

Reasoning thus, we must agree that, granting the mayor is within his legal rights, there was no other step he could take. We have a high regard for the faithful service of most of the employes of the city, yet they, too, share in the expense of government, and should get no special privileges.

TRAVELER 3/12/30

CIVIL SERVICE REJECTS GAFFNEY

Mayor Curley's appointment of James P. Gaffney as a member of the board of appeal was rejected today by the civil service commission. As usual no reason was given.

TRAVELER 3/12/30

Mayor Curley Confident of Better Days for Labor

Will Begin to Re-employ Within 30 Days, He Declares in State House Plea for $5,000,000 Bond Issue

Within 30 days "we begin to re-employ" and within 60 days there will be a "measure of prosperity," Mayor Curley said today.

He spoke before the legislative committee on municipal finance in the State House at a hearing on his bill to allow the city to borrow $5,000,000 each year for three years for schoolhouse construction. The money would be raised by 20-year bonds.

WOULD SUSPEND POLICY

Prefacing his remarks on the unemployment situation, the mayor said: "I believe an emergency exists. I am anxious to help out the Republican party —nationally—and I hope to see Mr. Hoover succeed in his program."

The chief question presented in the bill is whether to adopt the policy of a bond issue. Curley pointed out that in 1916 he initiated the pay-as-you-go policy on schoolhouse construction and that Boston is the only city, with the exception of Worcester, which partially adheres to this policy, that assumes the entire obligation for school construction out of tax levy. He said he felt that at the present time the spread between indebtedness and valuation of property is so great that the city may safely suspend the pay-as-you-go policy "until we have caught up" with school construction.

COST PER PUPIL

According to figures quoted by the mayor, the cost per pupil at present for school construction is, in the primary grades, $600; intermediate, $750, and high school, $1000. He also pointed out that 65 per cent. of the pupils who now go through grammar school continue in high school. If it were not for two agencies, the Jewish element and the Catholic church, which take care of 105,000 children in the city of Boston, the expenditures would rise $40,000,000. He was questioned by Senator Osborne of Lynn, chairman of the committee, as to why most of the proposed $5,000,000 a year could not be raised by ta xlevy and, say, $1,000,000 by bond issue.

The mayor replied that he was merely submitting a "compromise" measure which had been agreed to after conferences with the school committee. He said he did not believe the question of rapidly mounting school costs lies wholly in schoolhouse accommodations and that "perhaps, some time, an incensed people will determine."

BARS WOODEN SCHOOLS

He said he believed that with the yearly $5,000,000 contemplated the city would in three years eliminate the portables and be well along with elimination of wooden buildings. He said every school building in Hyde Park would have to be replaced, with the exception of the high school. The latter building, he said, he started at the close of his previous term of office, "and I don't know whether they've finished it yet."

He said that in addition to the aid given by Hebrew and Catholic organizations, there is also the check on growing school populations of the immigration laws and the "kitchenette apartments which lessen the number of children brought into the world. That helps us now, although it may not be so well for the nation in years to come."

AMERICAN 3/12/30

BOND ISSUE IS ATTACKED AT HEARING

Curley Urges the Measure as a Means of Aiding Prosperity at Present Time

Sharp criticism of the bill agreed upon by Mayor Curley and the school committee to spend $15,000,000 within the next three years for school purposes, under a bond issue, was voiced at a hearing today before the legislative committee on municipal finance.

Senator Frank W. Osborne, chairman of the committee, said that the interest over the 20-year bond period would amount to $6,300,000. "This bill might well be called a bill to pay $21,300,000 for an expenditure of $15,000,000," he declared.

Mayor Curley pointed out that the departure from the pay-as-you-go policy, which he himself put into effect in 1916, is justified by the emergency that the city finds itself in.

DEFENDS HIS STAND

"We are in the hands of the Philistines," he said with a smile, referring to the committee.

"I might point out that the Philistines used you pretty well in giving you a $16 tax lmit," came back Sen. Osborne, and the Mayor duly expressed his gratification over that action.

At the opening of the hearing John J. Hurley of the school committee informed the committee that his board and the mayor started off with different opinions but had gotten together as the result of conferences.

BOARD FAVORS ISSUE.

With the exception of Committeeman Gray, he said, the school committee had voted in favor of the 20-year bond issue. Gray, he added, differed in only one detail, and that was that he thought the bond issue should run for but 10 years.

The mayor said Judge Michael J Sullivan of the survey committee, a staunch supporter of the pay-as-you-go policy, believes in a departure from this policy during the present emergency.

The speaker revealed that plans made and land bought, on which buildings are to be erected, already entails an expenditure of $8,000,000. He referred to this as a legacy from the previous administration.

The mayor, continuing, said that building activities were held up during the war and that it was not until 1920 and 1921 that some relief was experienced when $2,677,000 was appropriated and expended.

He said he was anxious to help bring about some measure of prosperity.

He gave it as his opinion that employment will quicken within the next 30 days and that general prosperity will return within 60 days as he believed that the good sense of Congress will provide protection for American industry.

Gaffney Is Rejected by C. S. Board

James P. Gaffney, Mayor Curley's appointee as a member of the board of appeals, was rejected today by the Civil Service Commission. No reason was given.

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Boston Tax Limit Bill Before Allen

The bill fixing the tax limit of the city of Boston at $16 per $1000 was passed by both branches of the Legislature this afternoon and laid before Governor Allen for his signature.

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TRANSCRIPT 3/12/30

Curley Aims at a Strikeless City to Boom Building

Mayor Reminds Contractors, Architects of Success in Previous Administration

No Silly Disputes

Speaker Outlines the Municipal Program for Spending Millions

"I want to say that here in Boston, with assistance I hope we will enjoy from the Legislature, we will enjoy program which should make possible a reduction in unemployed during the next forty-five days," said Mayor James M. Curley late yesterday in an address before builders and architects at Brown's Letters office.

"I have been endeavoring since assuming the office of mayor to secure an agreement between the building trades employers and the employees that will make it possible for the authorities to proclaim to the world that Boston is a strikeless city. In 1922 I found a condition of unrest and inability to get together between the building trades employers and the employees and after three months we effected a truce and as a result an agreement was entered into whereby there would be no strikes for a period of two years and any question requiring adjudication—that could not be settled between them—be referred to the mayor of Boston and the mayor should have full authority to settle it. As a consequence in 1923 we embarked on and completed the greatest building program ever embarked on and completed in the history of the city.

"In that year we completed $73,000,000 of construction as against less than $28,000,000 in the preceding year and those agreements in some respects and those out; others are still in force. I am hopeful that it will be possible as a result of the work being done as a result of the conference called by President Green, representing organized labor, and as a result of the conferences that have been arranged with representatives of the employers' association that an agreement will be arrived at whereby the most unwarranted causes of disputes that tend to suspend activity in building construction may be alleviated; namely, the jurisdictional disputes; those conditions that provide that an ironworker can't drive a nail, it must be driven by a carpenter; a carpenter cannot put up a carpenter; hope to iron out that particular dispute. If we secure any that we will not only but, I feel certain that will be major program of building that will be major in character but we will carry them through.

"What does our particular program consist of? It consists of streets; different systems of sewerage work. It consists of the installation of conduits for public service corporations, and in general a general building construction program.

"What is our program? We are going to make available $7,500,000 this year for school buildings in Boston; $5,000,000 next year; $5,000,000 the succeeding year. A program of $7,500,000 for school buildings alone. How about hospitalization? I have made available $1,250,000; $1,500,000 next year, which will represent the fruition of a program planned by Curley, representing $7,500,000 for the hospitalization program. Then we have a program that represents an expenditure of about $1,500,000 additional.

"Our airport will represent $330,000, with an addition of $1,500,000 to be expended next year. In the matter of fire and police we will carry along in the regular way. We have had a conference with a view to relieving conditions. I have asked the Legislature for authority to spend $10,000,000 on streets. We could spend $60,000,000 and not complete our work. I called a conference of public utilities' representatives and they came in and I asked them as a means of reducing unemployment that they join with me by doubling their underground conduit work and they assented."

193d Anniversary of Charitable Irish

Anniversaries of long standing are of particular interest this Tercentenary year and one of these is to occur next Monday night, when the Charitable Irish Society will celebrate its 193d birthday anniversary at the Hotel Somerset in holding its St. Patrick's Day dinner. It has sought to signalize the occasion by bringing from Washington a Cabinet member, in the person of Postmaster General Walter Folger Brown, to respond to the ancient toast of the society, "The United States of America." He will bring the greetings of the Administration on the occasion.

Though hailing from Ohio, he is no stranger to Boston, as he was graduated from Harvard in 1892, then from the Harvard Law School. Prior to his present Cabinet post he had served under two Presidents, Harding and Coolidge, as head of the commission named to study and rearrange the structure and functions of the Government departments. From 1927 to 1929 he was assistant secretary of commerce under Hoover.

The greetings of the Commonwealth will be brought by Governor Frank G. Allen and those of the city by Mayor James M. Curley. The customary toast of "The Day We Celebrate" will be answered by John F. Crosby, former district attorney of New York, a Georgetown and Harvard Law graduate. Joseph Joyce Donahue will be toastmaster.

On Monday forenoon the society will hold its 193d annual meeting. It was founded in 1737 by a handful of Bostonians of Irish birth or lineage, and its chronicles show it to have been particularly active later during the Revolution, when the date of March 17 came to have a special significance in the evacuation of Boston. Its next most active period came after the Irish famine of 1846, to the relief of which Boston was particularly moved and which marked the beginnings of Boston as an "Irish" city. The Civil and Spanish and World War brought their own opportunities.

AMERICAN 3/12/30

PERSONAL TAX DELINQUENTS START RUSH

Curley Ultimatum Heeded; City Employes Must Present Receipts

A ush of personal taxpayers to the collector's office to settle their bills followed the ultimatum of Mayor Curley

Notice to city employes, who compose more than 20 per cent of all delinquents, that unless they settle before April 1 the amount of their bills will be deducted from their pay envelopes, inspired other delinquents.

Mayor Curley and Collector Johnson began the campaign against delinquents more than 10 days ago and municipal department heads have been quietly commanding employes to present receipted tax bills for inspection.

The most flagrant offenders are the owners of automobiles who have paid no attention to repeated demands of Collector Johnson for the payment of the motor excise tax.

City employes, who own motor cars, have paid poll taxes but have refused to pay the excise tax.

Public Works Commissioner Joseph A. Rourke has been scrutinizing tax bills shown to him by employes of his department for some time.

The inspection started in the fire department when district chiefs called upon all subordinates not only to produce receipted bills for 1929, but to also produce similar bills for the three preceding years.

The April 1 "deadline" for delinquents who are not city employes has not been set because constables are gunning for such debtors and unless they make payment on sight they will be lodged in Charles st. jail.

TRANSCRIPT 3/12/30

Borough Plan Has Lowered London Taxes

Prof. Beale Reports Many Advantages in System at British Capital

"A fair idea of how the London borough system has worked out may be gained from the fact that practically all proposals to extend the authority of the County Council come from the boroughs which it governs, rather than the Council itself," said Professor Joseph H. Beale of Harvard Law School, upon his return to Cambridge this morning from a first-hand study of the London city government. Professor Beale conducted his survey as chairman of the "Conference on Metropolitan Boston," created by Mayor Curley to study the various existing types of municipal government, in connection with the mayor's "Greater Boston" program.

"The greater part of my observations were made from the boroughs themselves," Professor Beale continued, "in order to ascertain how the different communities were reacting to the system. But I also conferred with members of the County Council, and from both sources I gathered that the borough system has worked out extremely well, and has even been the salvation of certain communities."

Under the borough plan in London, according to Professor Beale, the County Council administers the schools, fire departments, metropolitan parks and trunk highways and sewers. The functions retained by the boroughs include local control of local litigation, assessment and collection of taxes, local street and sewer systems, libraries and local health work. Each borough elects its own local officials, as well as its representatives to the County Council.

Economy and Efficiency

"The principal benefits I found to be economy and efficiency in the functions administered by the County Council," said Professor Beale. "Taxes have been enormously reduced. In poorer districts such as the borough of Poplar, for example, it was formerly almost impossible to raise enough money to meet expenses in proper maintenance of public works. Today, the communities of Eastham and Westham, adjoining London but not a part of the borough system, are practically bankrupt. Taxes are high, and land values have dwindled to almost nothing."

And thus, according to Professor Beale, the boroughs are constantly seeking to delegate still further functions to the County Council.

The methods of taxation under the borough plan, said Professor Beale, meet with general satisfaction among residents of London. "There is a borough tax," he said, "for local purposes. A separate tax is paid for work of the county council, and a third tax for police protection. Formerly, there was also a 'poor' tax, but this is now included in the local borough tax. And all boroughs pay the same rate on the County Council tax."

The centralized administration of schools, as explained to Professor Beale by the borough clerks, has resulted in certain definite improvements in the educational system, he said. "The schools are placed wherever population warrants it," he said, "and without regard to arbitrary borough lines. Great economies are claimed for the method by the clerks, as well as a well balanced distribution of attendance."

Sustained Interest In Elections

"The objection is often raised against the centralized theory," said Professor Beale, "that it diminishes interest in local government. And I made a point, accordingly, of obtaining comparisons of the size of the vote cast in borough and county elections. Both votes, in general, were of identical size. Indeed, in many cases, I was told that interest in borough elections far surpassed that of county elections, and that no tendency existed to over-emphasize the county vote at the polls."

The sustained interest in borough elections, according to Professor Beale, is perhaps a reason for the high caliber of municipal officials in that country. "There are county councils now all over England," he said, "and each of these is sub-divided into its rural district councils. There is a logical system, therefore, in which almost any citizen is given an opportunity of entering politics. Not many Americans are able to make a successful run for Congress without previous political experience, and it is by these small beginnings which have been placed within the reach of the English public that so many of their statesmen have been trained. Certainly, the borough system has contributed largely to this situation."

Professor Beale did not say to what extent he considered the London system applicable to a "Greater Boston" program such as Mayor Curley has outlined, and will first make known his findings to the mayor's conference before releasing them to the public.

POST 3/13/30

CORRECT ON ONE POINT

City Councillor Arnold recommends the removal of the street car tracks on Huntington avenue between Dartmouth and Francis streets. This would involve a bus service in place of the familiar electric car service that transports thousands in the course of the day. Busses would be utterly inadequate to take care of the crowds. Of course, a tunnel would do the business, and a tunnel will doubtless be built some day. But not now.

On one point, however, Councillor Arnold is entirely correct. Everybody realizes the faults of this reservation in the centre of the avenue. The space between the car tracks and the street is so narrow that passengers intending to get on or off the cars cannot stand on it, and have to get down into the roadway, where they are always in imminent danger of getting hit by passing automobiles. Mr. Arnold points out that there is plenty of distance between the outbound and inbound tracks to draw the tracks nearer together, and thus give passengers space to stand on the reservation.

This can be easily done, and why it has not been thought of long ago is a mystery.

POST 3/13/30

No Annexation

What is the aim of Mayor Curley's conference on metropolitan Boston? Certainly it is not annexation. Incidental reassurances to this effect have long since been forthcoming. But now, with the return of the conference chairman, Professor Joseph H. Beale, from his studies of the borough system in London, a still more positive statement has been authorized. The conference committee—which, as appointed by the mayor, comprises twenty-three members, sixteen of whom five outside the corporate limits of Boston—makes this declaration: "The conference has not considered and does not contemplate advancing any proposal for the annexation to Boston of the cities and towns in the Metropolitan District. . . . The conference welcomes the efforts being made by other groups and individuals looking toward a solution of problems of metropolitan interest, but it hopes that such studies will be approached with a full understanding that the committee appointed by Mayor Curley has no thought of annexation in mind and is not directing its studies toward that end."

What the conference committee is examining, we take it, is the progress which still can be made, and ought to be made, in the Metropolitan District along lines of co-operative effort, without loss of individual identity or local autonomy. As everyone knows, arrangements of this sort in the past have led to great mutual benefit for all the cities and towns roundabout Boston. The metropolitan sewer, water and park facilities are outstanding examples of the success of such effort. Decidedly there is need of further application of the same principle. In matters of traffic, transportation, public health, provision of a swift and sure system of communications among all the police departments in this far-flung urban district, and in numerous other branches, there is need of developing a co-ordinated control of common activities for the benefit of all sections of Metropolitan Boston but without loss of local autonomy.

Such are the objectives of the mayor's Conference on Metropolitan Boston. They have been made clear beyond any gainsaying. Hereafter, if anyone should undertake to assail this valuable work by raising the cry of annexation, the public will know that he is either wilfully or ignorantly trying to arouse fear of a bogy which does not exist, in order to thwart intelligent study of useful and practical improvements which, if attained, will serve all cities and towns well and harm the interest of none.

Ne

TRANSCRIPT 3/12/30

New Schools at $15,000,000 Seem Assured

But Mayor Curley's Bill for Bond Issues Will Be Amended

It makes little difference to the thousands of school children housed in unfit quarters whether the city enters upon a $15,000,000 program of construction with money secured by bond issues or from taxes, but that was the chief issue before the legislative Committee on Municipal Finance today, when Mayor Curley appealed for his bill as an emergency measure, in view of the already burdened tax rate. From the remarks of Senator Osborne of Lynn, committee chairman, it seemed apparent that the committee would favor a compromise bill, permitting the execution of the program in three years, but with all but $4,500,000 mandatory upon the tax levy.

For more than two hours the committee wrestled with the problem which so vitally affects the comfort and health of school children. Before each committeeman was a statement of the amount of money raised by taxation for school construction since 1916, when the pay-as-you-go policy went into effect. The total was $32,769,545, and yet the committee was told that it is still necessary to provide seats for 10,500 children who are now forced to put up with the portable buildings and hired quarters.

The committee laid much stress on the necessity for the 221 portables now in use and was informed that if the program went through, eighty or more of them could be dispensed with. It would always be necessary, it was said, to provide twenty or more such buildings to take care of the fluctuation in school population, district by district.

New Figures—Old Problem

The hearing served not only to emphasize the harmonious relations established between the new mayor and the new school committee, but to introduce the new commissioners and the superintendent of school construction. Though the school committee had introduced a bill providing for a school construction program with money raised as since 1916, from taxes, it developed that all but Francis C. Gray had compromised with Mr. Curley on the bond issue plan, the mayor making it plain during the conferences that he did not want to abandon the pay-as-you-go policy, except for a period of three years under present conditions of business when the tax rate must be kept to the lowest possible figure.

Though the school committee accepted the compromise in good faith, Chairman Hurley also made it plain that he and his associates still believe in paying for schools as they are erected and would not be disturbed if the committee saw fit to "ease up" the situation.

High Schools Favored

During the last fourteen years, when so much money has been spent in school construction, the elementary schools were obliged to suffer in behalf of the high schools, the mayor stating that 65 per cent of the pupils who now go through the grades attend the high schools. It was necessary, he said, to replace all schools in Hyde Park, except the high school, and many schools in Dorchester.

Chairman Hurley later spoke of the so-called "ten-year list" of buildings which should be abandoned in that period. As it was felt that a ten-year program would excite criticism, it was decided to limit activities to three years, the $15,000,000 to be applied to a new girls' central high school and a new Dorchester high school, a six-room addition to the East Boston intermediate school as well as the East Boston High; new intermediate high schools in Charlestown, Roxbury, Brighton and Jamaica Plain, as well as seventeen elementary schools and a twelve-room elementary addition, which would provide 168 more elementary class rooms.

Superintendent Jeremiah E. Burke referred to the situation as "extraordinary" with the tremendous increase in school attendance—11,482 this year in the high schools and the ninth grade, an increase of over 60 percent. The elementary figures were not available, but the growth is slight year by year. Mr. Burke did not care to go into the financial aspects of the situation and made no comment when Senator Osborne, with that perennial smile, told him that his department could accomplish just as much if it was given $3,500,000 from the tax levy in each of the next three years and $1,500,000 by loan in each of the three years.

Lane for Tax Levy

Richard J. Lane, chairman of the schoolhouse construction department, agreed with other speakers that the school needs are extraordinary, but disagreed with the mayor as to the advisability of abandoning the pay-as-you-go policy for even three years. He favored a partial bond issue, in accordance with the view of Senator Osborne. In other words, the bond issue should be as low as possible and the tax rate should not be raised by school construction needs. He remarked that the survey committee had reported in favor of the continuance of the pay-as-you-go policy, but some of the members had intimated their friendliness to the bond issue plan temporarily. Senator Osborne expressed a desire to see the survey committee's report, and though it is still in print a typewritten copy was promised him.

Francis C. Gray explained his position on financing the school program, telling why he refused to go the full distance with his associates in the compromise plan, and Louis K. Rourke, the new superintendent of construction, said his department had inherited commitments totaling $8,000,000 through expenditures for land and architects' fees. He was confident he could spend from five to six millions a year in construction.

Rupert S. Carven, city auditor, told the committee that he looked with great pride on the fact that the city's net debt, exclusive of the rapid transit, had increased only $2,538,000 in the last twenty years. Terrant P. King expressed the belief that the city might spend $4,000,000 a year for the next three years, half of which might be raised by loan.

GLOBE 3/13/30

MAYOR CURLEY PREDICTS PROSPERITY IN 60 DAYS

Mayor Curley believes that there will be "a measure of prosperity" within the next 60 days and that within a month "we will begin to reemploy."

Speaking before the Legislative Committee on Municipal Finance yesterday on his bill to borrow $5,000,000 each year for three years for schoolhouse construction, the Mayor declared: "I am of the belief that an emergency exists in industry and I am anxious to help out the Republican party—nationally—and I hope to see Mr Hoover succeed in his program."

GAFFNEY FAILS OF CIVIL SERVICE APPROVAL

James P. Gaffney, chosen by Mayor Curley to be a member of the Boston Board of Appeal, was not approved yesterday by the Civil Service Commission. As is usual in such cases, no reason was given by the commission.

PARK DEPARTMENT TO TAKE CEMETERY IN SOUTH BOSTON

Union Cemetery, a private burial ground on East Fifth st, South Boston, is to be taken over by the Boston Park Department. It will no longer be used for burial purposes.

Health Commissioner F. X. Mahoney held a hearing yesterday on the process to close the cemetery, and Mrs Eleanor S. Trafton, Boston, and Mrs Minnie Cole Lawley of Braintree, heirs of the original owners, approved the attitude of the city.

Others at the hearing were Miss Elizabeth Capeless of 646 Fifth st, and Miss Margaret Murphy, 640 Fifth st, abutters.

BOSTON TAX LIMIT BILL SIGNED, EARLIEST ON RECORD

Gov Allen speedily signed the bill yesterday afternoon providing a $16 tax limit for Boston for the year 1930. Both branches enacted it after they assembled and it was taken from the Senate to the Governor's office. At 3:02 the Governor had affixed his signature.

The action of the Governor, it is stated, has set a record for legislative action on this piece of legislation, which comes annually before the General Court. Never has the Boston Tax Limit bill been signed at so early a date in the session. In 1926, when it was approved by the then Governor on March 15, a record was established which was not broken until yesterday.

TRANSCRIPT 3/11/30

Tax-Receivers

The decision to proceed summarily against city employees who have not paid the taxes they owe to the city will be approved by all the public. The average citizen is subject to sharp demands for prompt payment of taxes. And it is the money he provides which goes to pay the salaries and wages of city employees. Certainly they, who draw their means of support from the municipal treasury, should be among the first to render it their just dues. It costs no less to provide fire protection for the home of a civil servant than for the home of a man engaged in private enterprise, and the cost of public schools is equal for the children of all.

At this time when City Hall is planning a drastic campaign for collection of unpaid taxes from all delinquents, it is well indeed that the administration should begin the campaign in the hall itself. The law provides heavy penalties and sanctions to enforce payment of property taxes by citizens in general. It should be a quite easy matter, even without the use of these penalties, to collect the arrears due from employees whose salary checks are issued by the city itself.

GLOBE 3/11/30

BRIGHTON DISTRICT

A special meeting in regard to the Governor-sq problem has been called for Friday night in the auditorium of the Brighton High School. The Councilors and Representatives from this district will explain the various projects. The speakers will be representatives Leo M. Birmingham and Martin Hays, and City Councilors James Hein and Edward M. Gallagher. Representative Birmingham, who is sponsoring the meeting, is anxious that all the residents of the district be present in order that they may know what this problem is and its solution. As Governor sq is practically the gateway to this section from Boston, there is a great deal of interest in the various means suggested to solve the traffic difficulty there.

GLOBE 3/11/30

REVERE

Mayor James M. Curley, who was scheduled to make an address in the High School auditorium this evening on "Greater Boston," will not be able to appear, but will be represented by some other city official. The meeting is under the auspices of the Revere Chamber of Commerce.

HERALD 3/12/30

WAR MEMORIAL CHAPEL ADVOCATED

Commission Favors Island in Charles as Site

Appropriations totalling $1,600,000 for the erection of war memorials in two sections of the state were advocated yesterday at the State House at a hearing before the joint ways and means committee. They were recommended by the special war memorial commission.

The sum of $1,500,000 would be expended for a chapel to be erected on an artificial island in Charles River basin, while $100,000 would be for the construction of a stone tower with an aviation beacon on the summit of Mt. Greylock in North Adams.

Members of the special commission urged speedy action, while the complete report of the commission was given full approval by Mayor Curley, according to a statement made to the committee by Samuel Silverman, corporation counsel. All proponents asked that the appropriation be made by the current Legislature so that filling work in the basin might be begun this year.

Charles A. Coolidge, defending the cost of the projects, pointed out that other states had expended even more on their war memorials, while Gen. Logan and Dr. L. Vernon Briggs advocated restricting the memorial to a spiritual and aesthetic character as an inspiration to the public.

The only opposition was voted by Patrick E. Kelleher, chairman of the legislative committee of the Spanish War Veterans, who urged the committee to consider a proposition for the construction of a memorial soldiers' home.

Wendell D. Howie, secretary of the commission, said that Spanish War veterans were represented on the commission and that their representative had approved the war memorial commission's plans.

POST 3/15/30

CITY HALL NOTES

With a gift of $40,000 from the will of George O. Hovey, of Gloucester, Mayor Curley late yesterday started a fund which he expectes will reach $5,000,000 before the end of his term to maintain the George Robert White health units.

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A former member of the Interstate Commerce Commission will lead Boston's fight before that body to remove the unfair handicap which the freight rate differentials impose on this city in its contest against other Atlantic ports for the transatlantic trade, for Mayor Curley yesterday retained former Interstate Commerce Commissioner Johnston Campbell of Washington as special counsel to act with Corporation Counsel Samuel Silverman at the coming hearings before the Interstate Commerce Commission.

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Mayor Curley yesterday called upon James A. McElaney, of 53 Greaton road, West Roxbury, to become once more a member of the board of appeal in the city building department. McElaney served on the board during the last Curley administration.

POST 3/15/30

FIN. COM. TO PROBE SCHOOLS

Votes Inquiry Into Waste of Public Money

The Boston Finance Commission voted last night to investigate the expenditures of the public school system, at the demand of Chairman Frank A. Goodwin, who charged that hundreds of thousands of dollars of the taxpayers' money had been wasted and warned that even more would be lost to the city treasury unless the school heads were forced to change their present policy of extravagance.

HAS "BLACK BOOK"

The decision of the commissioners to authorize the probe without delay promised the disclosure of startling facts regarding the schools, for it was learned that Chairman Goodwin has secured possession of the famous "Black Book," which has been held from the public for more than two years.

The so-called "Black Book" was written by Professor L. O. Cummings of the Harvard Graduate School of Education, reporting on his private survey of the school system and his recommendations for increasing the effectiveness and the wise economy of the educational facilities here.

Charging that the referendum which abolished the old School Commission had not provided a perfect remedy, Chairman Goodwin last night started his probe of the board of appointment, comprising the school superintendent and his assistants, accusing them of responsibility for much of the waste and delay in providing adequate accommodations for school pupils.

The scope of the investigation, before it is eventually completed, will reach into the actions of all the school officials, as well as the school committee, it was indicated last night, as the Finance Commission chairman pointed to the excessive costs of industrial workshops, specialized instruction and other so-called "fads and fancies" which have raised the school expenses from $7,000,000 in 1918 to about $20,000,000 a year at present.

The superintendent and his assistant superintendents, following a meeting yesterday at school headquarters, declined to comment on the charges.

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AMERICAN 3/13/30

MAYOR CALLS PARLEY IN STRIKE

$10,000,000 of Business Involved in the Walkout of 2500 Garment Workers

PHOTOS ON PAGE 14.

Soon after 2500 garment workers went on strike today, throwing 4000 out of work and causing dispatch of police reserves to the district, Mayor Curley called on leaders of both sides to meet at his office to discuss a settlement and prevent a $10,000,000 tieup in the industry.

The men and women strikers, members of the so-called conservative element in the garment trades, ask a five-day, forty-hour week, minimum wages and elimination of sweatshops.

Isidore J. Colpack, president of the manufacturers' association, said the entire industry here was at a standstill with Easter merchandise to be manufactured. He announced that he and other employers would attend the mayor's parley.

The manufacturers' association also invited the union leaders to meet them on Saturday to attempt a settlement. Colpack said the employers offered a 42-hour week and wages within 10 per cent of their employes' figures.

The strikers are members of the International Ladies' Garment Workers union which had refused to join the strike of the radical Needle Trades Union, a much smaller organization, which has been in progress for several weeks.

Mayor Curley sent his letters by special messenger to B. Rudy Samuel Vernon, Seymour Raiwitz secretaries; David Dubinsky of the union; Louis Schultz, president of the New England Cloak and Suit Manufacturers Assn.; Joseph Reiner, president of the New England Wholesale Garment Assn.; the joint board of Cloak, Suit and Dressmakers Assn., and Max Amdur, manager, 15 Kneeland st.

With American flags pinned to their coats, the workers poured from a score of buildings at 10 o'clock, and street traffic was blocked by the influx.

Wearing the flags, they said, to show they were not under Communist influence like the previous strikers, the strikers went to Paine Memorial Hall on Appleton st. to register, select pickets and hear reports from various shop committees.

MRS. RIPLEY AIDS

A woman who said she was Mrs. William Z. Ripley, wife of the Harvard economist and expert on railroad and labor problems, aided in the registration as a member of the woman's auxiliary of the union, which is an American Federation of Labor organization.

According to the strikers, the walkout comes in the midst of manufacturing for the Easter trade and will "tie up millions of dollars." They said the industry was crippled here.

David Dubinsky, vice president and treasurer of the international union, was to address a mass meeting at Paine Memorial Hall later today.

TRAVELER 3/13/30

STRATFORD MAYOR CALLS ON CURLEY

Sir Archibald Flower, who is serving his sixth term as mayor of Stratford-on-Avon, England, called upon Mayor Curley today. Lady Flower accompanied him. The mayor gave the visitor two etchings, of the old State House and the old North Church. The English mayor is the chairman of the board of governors of the Shakespere players who are coming to Boston.

IRON CASTINGS CONTRACT IS LET

A contract to furnish the public works department with 1,200,000 pounds of iron castings was awarded by Mayor Curley today to the Mechanics Iron Foundry Company of Kemble street, Roxbury. The bid of $46,125 was the lowest proposal.

AMERICAN 3/13/30

CURLEY'S CIVIL SERVICE BILL GOES TO HOUSE

G. O. P. May Fight the Taking of Veto Power on Appointments From Commission

Mayor Curley today won the first round in his battle to take his appointments out of jurisdiction of the Civil Service Commission, when the legislative committee on civil service matters reported unanimously for the change.

The bill was reported out by Patrick J. Welsh of Boston.

Senator Joseph P. Buckley of Charlestown filed the petition and it has the approval of Elliot H. Goodwin, civil service head, and of Patrick McMahon, associate commissioner.

Despite the favorable report and the backing of at least two of the commission, a fight against the bill is expected soon. Several prominent Republicans in the legislature, notably Rep. Henry L. Shattuck, feel that the commission should hold on to their veto power.

It is understood that Chairman Goodwin and his associates feel that the duties of their board should be restricted to examining powers.

Opponents of the bill declare that the commission is trying to avoid trouble by the change. These opponents say that it is a function of the board to "safeguard Boston politics" by rejecting certain appointments.

RECORD 3/13/30

Boston, Eng., Mayor to See Hub

In a letter addressed to the "Worshipful Mayor of Boston," Reuben Salter, mayor of Boston, Eng., accepted the invitation of Mayor Curley to attend the tercentenary celebration here next September.

The English mayor said in part: "I shall esteem it a very great honor to be your guest on such an important occasion and shall look forward to my visit among you. I am sure that all the inhabitants of the old town will join with me in extending to the daughter city our very heartiest greetings and good wishes."

Mayor Salter expects to be accompanied on his visit by a retinue of corporation members and officials.

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TRAVELER 3/13/30

South Boston Busy on Evacuation Day Plans

Parade to Be Big Feature; Mayor Curley to Make Sunday Address

South Boston is assuming gala dress for its big day of the year, Evacuation day, which is to be observed on Monday with the customary program.

The most important event of the day is the parade, which will be held Monday afternoon, starting from Edward Everett square at 2 o'clock.

MAYOR TO ASSIST

Edward C. Carroll, U. S. N. (retired), is chief marshal of the parade. The civic division is to be led by John O'Brien.

Mayor Curley is honorary chief marshal and he has Arthur J. Corbett his secretary, and J. Philip O'Connell, director of public celebrations, as his aids. The members of the city council will also march.

A large number of military organizations will take part in the parade as well as a group of civic associations which will enter floats. Every effort has been made by the committee in charge to make this observance of the 154th anniversary of Evacuation day a spectacular one. Additional interest attaches to the celebration this year, because of the tercentenary observance now going on.

Chief Marshal Carroll has as his chief of staff Lt. Edward M. Sheehy, U. S. A. (retired). Maj. Paul Hines, U. S. A., is adjutant. C. P. O. William L. Kendrick, U. S. N. (retired), will act as laiason. Lt. Adolph F. Casper, U. S. A. (retired), is aide de camp and Lt. John J. Martin, U. S. A. R., is aid to the chief marshal.

HONORARY STAFF

The honorary staff includes: Maj.-Gen. Clarence R. Edwards, U. S. A. (retired); Brig.-Gen. William P. Jackson, U. S. A.; Brig-Gen. John H. Dunn, U. S. A. (retired); Lt.-Gen. Edward L. Logan, Mass. N. G. (retired); Lt.-Gen. Charles H. Cole, U. S. A. (retired); Col. John Hughes, U. S. A.; Capt. William P. Brown, U. S. N.; Capt. William J. Johnson U. S. N. (retired); national chief Blake, U. S. A. (retired); national chief of staff, George H. Hosley, G. A. R.; national commander disabled veterans, William J. Murphy; Dept. Comdr. Max Singer, Veterans of Foreign Wars.

Serving on the staff are: Col. Thomas Sullivan, U. S. A. (retired); Maj. Leo W. Banks, U. S. A. (retired); Maj. Cornelius J. McCarthy, U. S. A. (retired); Capt. Jonn L. Mellyn, U. S. A. (retired); Capt. Joseph F. Daley, U. S. A. (retired); Capt. William E. Rolft (retired); Capt. Edward G. Lennon, Mass. N. G. (retired); Capt. Matthew Doyle, U. S. A. (retired); Capt. George M. McCarthy, U. S. A. (retired); Capt. Edward Burke, U. S. A. (retired); Lt. Frank X. Kelley, U. S. A. (retired); Lt. James J. Regan, U. S. N. R.; Lt. Joseph Phipps, U. S. A. (retired); Lt. Edward Carroll, U. S. A.; (retired); Lt.-Comdr. Fred J. Bailey, U. S. N. (retired); Lt. Dennis H. Haverty, U. S. A. (retired); Dept.-Vice-Comdr. Matthew Boyle, A. L.; Sergt. Frank E. Banks, U. S. A. (retired); Sergt. Leo Connors, U. S. A. (retired); Sgt. Edward Hopkins Jr. U. S. A. (retired); Sgt. John E. Lee, U. S. A. (retired); Sgt. Michael Costello, U. S. A. (retired); Sgt. Edward Cummings, U. S. A. (retired); Sgt. Mal R. Eastman, U. S. A. (retired); Sgt. Daniel G. O'Leary, U. S. A. (retired); Sgt. Edward B. Creed, U. S. A. (retired); Sgt. Walter E. Murphy, 110th Cavalry; Sgt. Joseph G. Kerrigan, U. S. A. (retired); Sgt. Albert Page, U. S. A. (retired); Sgt. John Toomey, U. S. A. (retired); C. P. O. Patrick A. Kelly, U. S. N. (retired); C. P. O. James Tracey, U. S. N. (retired); C. P. O. Frank Coleman, U. S. N. (retired); Ensign James M. Geary, U. S. N. (retired); C. P. O. Eugene Lally, U. S. N. (retired); Lieut. Thomas O'Connor, U. S. A. (retired); C. P. O. John J. O'Connor, U. S. N. (retired); and Maurice Goggin, U. S. A.

PARADE FORMATION

Chief Marshal O'Brien will have as chief of staff Martin J. Ryan and Daniel J. Haley will be adjutant.

The formation of the parade will be as follows:

Mounted police.
Honorary staff.
Chief marshal and staff.
Train Artillery Veterans' Association.
color guard, Providence, R. I.
9th Coast Artillery Band.
13th United States infantry.
U. S. Navy Band.
U. S. marines.
U. S. M. C. reserves.
301st company, U. S. Navy.
U. S. naval reserves.
101st infantry, M. N. G., and band.
Battery G, 241st C. A. C., Mass. N. G.
372d infantry, Mass. N. G., and band.
Battery C, 101st F. A., Mass. N. G.
26th signal corps.
26th tank, Mass. N. G.
110th cavalry, Mass. N. G., and band.
Mass. nautical training school and field music.
Dahlgren post 2, G. A. R., in autos.
Washington post 32, G. A. R., in autos.
Gettysburg post, A. L., and drum corps.
Winthrop post command 19, in autos.
Maj. M. J. O'Connor camp, U. S. W. V.
Detachment of U. S. W. V.
Kearsarge Association of Naval Veterans.
Wounded veterans in autos.
Dorchester post, V. F. W. Band.
Thomas J. Fitzgerald post 561, V. F. W.
Detachments of V. F. W.
Jimmie Coughlin's 101st Regiment Band.
Michael J. Perkins post, A. L.
Bessie Edwards post, A. L.
Columbia post, A. L.
John J. O'Connell post, A. L.
Detachments of A. L.
10th Regiment Band.
Army and Navy Union.
9th Regiment Veterans' Corps.
Metropolitan Firemen's post, A. L.
Boston fire department.
O'Connell Guards and band.
Gold Star mothers in autos.
Women's Relief Corps.
Auxiliary to U. S. W. V.
Auxiliary to V. F. W.
St. Vincent's Cadets and band.
Gate of Heaven Cadets and band.
St. Augustine's Cadets and band.
House of Angel Guardian Cadets and band.
St. Ambrose Cadets and fife and drum corps.
St. Joseph Cadets and band.
St. Luke's Cadets and band.
Knights of Sacred Heart.
Salem Boys' Brigade
Boy Scouts.

GOV. ALLEN TO REVIEW

The Governor, mayor and other distinguished guests will review the parade from a stand at B street and West Broadway. The chief marshal and staff will review the parade at SS. Peter and Paul's school on West Broadway.

The route of the parade will be from Edward Everett square to Columbia road, to Dorchester avenue, thence via Dorchester avenue to Dorchester street, to West Sixth street to E street to West Fourth street, to G street, to Thomas Park, around the park to East Sixth street, to H, to East Fourth, to I, to Columbia road, to L street, to East Fourth, to Parragut road, to East Broadway, to Dorchester avenue to point of dismissal.

FOR SUNDAY EVENING

In connection with the Evacuation day program there will be a special program Sunday evening at the Broadway Theatre, sponsored by the city of Boston and given under the auspices of the South Boston Citizens' Association. The exercises will be broadcast through station WLOE.

Mayor Curley will deliver the address of the evening. There will be an oration by William H. McSweeney of Salem.

John J. McAuliffe of South Boston high school and Miss Mary E. Mulhurn of St. Eulalia's high school will read essays. There will be an elaborate musical program, closing with the singing of the Star-Spangled Banner by the audience.

Dr. William H. Griffin of South Boston will preside at the ceremonies at Dorchester Heights at 11 o'clock Monday, when the flag will be raised with appropriate exercises. Lt.-Gen. Edward L. Logan will give the address.

GLOBE 3/13/30

NO-PARKING RULE SHOULD BE RIGID

Not Honeycombed With Exceptions, Bureau Says

No parking should mean what it does in Chicago, to be workable, states the civic bureau of the Boston Chamber of Commerce, in a special bulletin, issued today.

While the bureau does not represent the views of the Chamber it suggests that a proper no-parking rule, if and when adopted, must go the whole distance. It should not be honeycombed with exceptions "to transact business" or "for live parking." Otherwise it is likely to become a joke.

The bureau states that "in the present discussion of the proposed 'no parking' rule for passenger cars in all or part of the central business district, it is important to realize exactly what that rule means, or should mean, if adoped. We emphasize this point because we have heard of several business men who advocate the proposal, but say, 'Of course, we assume that if it is put into effect, our customers or salesmen would still be able to park for just a few minutes to drop in and transact business.' Others urge a ban on 'dead parking,' but would permit 'live parking,' parking with a licensed driver in the car."

BOSTON, ENG. MAYOR TO BE TERCENTENARY GUEST

Mayor Reuben Salter of Boston, Eng, yesterday accepted Mayor Curley's invitation to be a guest here on Boston Day in September during the Tercentenary celebration and expressed a desire to have some of the members of the Boston, Eng. Corporation accompany him.

Today, Mayor Curley wrote the English Mayor that Boston would be pleased to receive as guests such members of the Corporation as Mayor Salter may be pleased to select to accompany him.

TRANSCRIPT 3/13/30

Four Programs in Evacuation Day Observance

Dedication of Tablet, Laying of Wreath and Parade Are Features

On March 17, 1776, the British soldiers who occupied Boston, menaced by cannon which Washington's colonial troops had secretly planted on Dorchester Heights and, no doubt, "fed up" on the stubborn resistance of King George's rebellious subjects, boarded their ships and sailed out of the harbor.

Next Monday marks the 154th anniversary of that memorable occasion and, as usual, it will be fittingly celebrated. South Boston, where the battery was located which dominated the city and forced the redcoats to leave, has long held a virtual monopoly on the observance of the event, but this year there will be an added feature as, in the morning, exercises will be held at State and Chatham streets, where a bronze tablet will be dedicated as marking the actual point of debarkation. Business men of the district will have a part in that observance.

The program will, in reality, open on Sunday evening when exercises sponsored by the city will be held in the Broadway Theater. There will be vocal and instrumental music, the awarding by Edward C. Madden of prizes offered in an essay contest, declamations by John J. McAuliffe of the South Boston High School and Mary E. Mulhurn of St. Eulalia's High School, an address by Mayor James M. Curley and an oration by William J. McSweeney of Salem.

Providence will play an important part in Monday's program. That city is the home of the United Train of Artillery Veterans' Association, members of which will arrive in the South Station at 9.30 o'clock and will be met by an escort including members of Michael J. Perkins Post of the American Legion. They will proceed to South Boston where, at eleven o'clock, exercises will be held on Dorchester Heights, including the laying of a wreath on the monument by representatives of the Providence organization the original of which was a unit of Washington's Army. The address will be given by Lieutenant General Edward L. Logan, M. N. G. (retired), of South Boston.

At the same time the program on State street will be in progress. William H. Chamberlain of the State Street Trust Company has been active in arranging this program. Business houses will be decorated. The building at 148 State street is the one on which the tablet will be placed. The Ancient and Honorable **Artillery Company, the Fusilier Veterans' Corps and the First Corps of Cadets** will have a part in this program and Judge Thomas H. Dowd will deliver the address, while Brigadier General John J. Richards also will speak. The tablet, which was placed by Mayor Curley's committee on marking historical sites, will be unveiled by Miss Alice V. Daniels of the Children of the American Revolution. There will be fifty-eight divisions in the military section of the parade in the afternoon, including representatives of all of the armed forces of the United States except the Coast Guard. Tanks, field guns, Signal Corps equipment and much other paraphernalia of war will be seen. In the civic section there will be twenty-eight divisions, including many floats.

Mayor Curley is honorary chief marshal while the chief marshal will be Edward C. Carroll, U. S. N. (retired) whose chief of staff will be Lieutenant Edward M. Sheehy, U. S. A. (retired) Major Paul Hines, U. S. A., will serve as adjutant, the liaison officer will be William L. Kendrick, U. S. N. (retired) and the aide to the chief marshal Lieutenant John J. Martin, U. S. A. R.

GLOBE 3/13/30

CURLEY MEETS SIR ARCHIBALD FLOWER

Stratford-on-Avon Visitor at City Hall

Mayor Curley had quite a chat this noon at City Hall with Sir Archibald Flower, from Stratford-on-Avon, where Shakespeare was born and where his ashes lie, when Sir Archibald and Lady Flower were visitors to the executive chamber.

Mr Curley presented his guests with etchings of the Old North Church and the Old State House.

TRAVELER 3/13/30

MAYOR MOVES FOR PEACE IN NEEDLE STRIKE

Calls Both Sides Into Conference at City Hall

Prospect of peace looms in the controversy between striking garment workers and garment manufacturers, through the intervention of Mayor Curley.

The mayor in a communication sent to both sides today invited them into conference with him in his office this afternoon. President Isador J. Colpack of the garment manufacturers' association says his side wil be there.

AGREE TO ATTEND

The communication of the mayor was read to striking members of the international union at an overflow meeting at Paine Memorial hall, 9 Appleton street, South end, today. The mayor enters the controversy, as he says, to "confer as one of the parties at interest before the matter has reached that stage where an adjudication might be difficult."

David Dubinsky, Max Amdur and Salvatore Ninfo, all officers of the international union, will officers of the conference on behalf of the strikers.

The meeting of the strikers was addressed by Dubinsky, Amdur, Alfred Baker Lewis and Jacob Halpern. They told of the negotiations with the manufacturers and their failure to come to an agreement.

ANOTHER INDICATION

That peace is near at hand is also indicated by that part of a statement made today by Conpack, in which he says the manufacturers and the workers are only two hours apart in the working week, the union demanding 40 hours and the manufacturers willing to 42 hours.

Colpack also says that on the question of minimum wake there is only a 10 per cent. difference between the two sides and that all other differences have ben takn care of.

"In his statement, Colpack says the entire garment industry in the city is tied up as a result of the walkout and that there are about 3000 out, a small portion of the workers being attached to what is known as the "left wing," or Communist section.

Further, that the manufacturers have been left with a large amount of merchandise in process of manufacture on their hands, and that they have been hard hit because they are in the midst of their spring business.

PICKETS ALL READY

He also says that a meeting of the manufacturers has been called for Saturday morning, at which officers of both unions have been invited. Even if these is a settlement, Colpack says, it will be impossible to start work again before the middle of next week.

Pickets of the international union will go on duty in front of the shops from 5 to 7 this evening. They will be on hand again tomorrow and all the time as long as the strike lasts. These union workers will wear miniature American flags in their lapels to distinguish them from the "left wing."

A meeting of the general strike committee of 200 will be held at their headquarters, 25 Lagrange street, to-

TRANSCRIPT 3/13/30

Boston Tax Limit Bill Signed by Governor

Governor Allen signed the bill late yesterday afternoon providing a $16 tax limit for Boston for the year 1930. Both branches enacted the measure shortly after they assembled. The action of the governor, it is stated, has set a record for legislative action on this piece of legislation, which comes annually before the General Court. Never has the Boston tax limit bill been signed at so early a date in the session. In 1926, when it was approved by the then governor on March 15, a record was established.

Gillette Factory Has Force of 3500

Mayor Curley today received an invitation from Frank J. Fahey, vice president of the Gillette Safety Razor Company, inviting him to visit the factory in South Boston and witness the activity displayed and informing him that the employees, now working in three shifts, number 3500. Eight hundred employees have just been added to the payroll.

TRANSCRIPT 3/13/30

3000 Workers Quit Shops in Garment Strike

Union Request for "Perfect Discipline" Observed—Students Aid in Registration

In response to a strike call issued by officials of the International Ladies' Garment Workers' Union, several thousand cloak and dressmakers employed in Boston shops left their machines this morning to enforce demands for wage increases and improved working conditions. Leaders claimed that 75 per cent of the 4000 garment workers in the city joined in the movement and that by tomorrow the strike would close every shop in Boston. Police estimates of the number who walked out ranged from 2500 to 3000.

At the instance of Mayor Curley, who in a letter to leaders on each side, said he was much concerned over the situation, a conference was called at the mayor's office at City Hall at three o'clock this afternoon. Representatives of the union and the manufacturers' association will attend and endeavor to reach an agreement.

There was no disorder as the men and women, at the zero hour of ten o'clock quit their shops and proceeded to strike headquarters at Paine Memorial Hall, 9 Appleton street. There a group of students from Harvard, Boston University and Tufts assisted in the work of registration. A mass meeting was held after this work had been completed, at which officials of the union outlined plans for the struggle.

A larger detail of police than usual, with several mounted officers, was on duty in Kneeland street to avert demonstrations, but there was nothing for them to do. The largest group of strikers came from 15 Kneeland street, where nearly two hundred men and women formed in the hallway and marched out in column of two. Traffic in Kneeland street and then in Washington street was hampered for a time as they proceeded to union headquarters at 25 LaGrange street. There, after a few cheers they continued to Paine Memorial Hall. The workers had their own marshals who counselled them to carry on in an orderly manner.

"Left wing" pickets who have been active at the garment shops for several weeks, were out in force this morning, but contended themselves with watching the proceedings. Max Amdur, vice president of the International Ladies' Garment Workers' Union, and David Dubinsky, secretary-treasurer of that body, were present to oversee the exodus of the workers.

Registration was in progress on three floors at Paine Memorial Hall, a separate table being devoted to each shop. It was claimed that 150 shops had joined the movement. The organizing of the various strike committees was also one of the morning activities.

The student group assisting in the work of registration was assisted by James H. Sheldon, a graduate student at Harvard, who said he represented the Harvard Liberal Club. From 10.15 o'clock on groups arrived at the hall, each representing a shop. One woman who arrived alone in a taxicab was cheered by the group on the sidewalk.

Isadore J. Colpack, president of the manufacturers' association, said today that the industry is completely tied up as a result of the strike and it will probably be Monday before anyone can go back to work. He said the few workers who remained were unable to carry on on account of the progressive opposition and as a result, he estimates that about $10,000,000 worth of merchandise in process of completion is tied up. Mr. Colpack said the strike has hit the industry very hard for it is just at the peak of spring business. He said the only difference between the demands of the International and what the manufacturers have granted, is two hours in the working week and a 10 per cent increase in the wage scale.

The strike order, which was circulated this morning printed in red ink in English, Yiddish and Italian, instructed the workers to "leave your shops in an orderly manner and proceed to the strike hall in perfect discipline." It gave the reasons for the movement in these words:

"Sisters and brothers, the time has come, the hour has struck for all cloak and dress makers to prove to the employers their determination to establish decent standards and humane conditions in the cloak and dress industries. This is one of the most important days in the lives of the cloak and dress makers. Your united action today will bring substantial improvement to you and your dependents.

"During the last few years the employers utilized the disorganization of the workers to demoralize both industries. They have imposed upon you long hours, low wages, the sweat shop and its humiliations.

"This general strike is called by our union to establish the five-day, forty-hour week, minimum scale of wages, the right to the job, to place responsibility upon the jobber for conditions in contract shops and to eliminate the many sweatshops and wipe out sweatshop conditions.

"Today is the beginning of a new day. The dawn of a new era in the lives of the cloak and dress makers. Today we will again establish ourselves as a strong, powerful and constuctive force for decent and humane conditions for all cloak and dress makers.

"Close your ranks, cloak and dress makers. On with the fight. On to victory. Long live the International Ladies' Garment Workers' Union."

The strike order is signed by the joint board of the cloak, skirt and dress makers' unions affiliated with the American Federation of Labor.

Jackson Wales, secretary of the Communist party, who was arrested a week ago at a mass meeting on the Common charged with assault and battery, and six others who were taken into custody during the demonstration at the State House on that date for alleged sauntering and loitering, were found guilty and fined by Judge Parmenter today in Municipal Court. Wales was also found guilty of distributing handbills in Leverett street, March 5. All were released in $25 bonds, following their appeal.

Gives Mayor More Freedom on Appointees

Committee Favors Bill to Take Confirming Power from Civil Service Board

The legislative Committee on Civil Service today reported the bill filed by Senator Buckley of Charlestown which would take from the Civil Service Commission the power of confirmation of the mayor's appointees.

This is a matter that has been more or less agitated for years, practically since Mayor John F. Fitzgerald's experience with the confirming power during his administration, the first under the amended city charter of 1909. It never gained powerful support until this year when the chairman of the Civil Service Commission, Elliot H. Goodwin, favored it at a recent public hearing at the State House.

Under the bill all appointees of department heads would be subject to no reviewing power at all. Previous to 1909 the Board of Aldermen had that power.

GLOBE 3/13/30

REPORTS BOSTON "HOME RULE" BILL

Would Dispense With Civil Service Approval of Mayor's Appointments

The Legislative Committee on Civil Service this afternoon reported a bill repealing the present law, under which appointments made by the Mayor of Boston must be approved by the Civil Service Commission.

TRANSCRIPT 3/13/30

Curley Looks for $100,000 Business Fund

Hundreds of Letters Mailed to Citizens, with Reports from Other Cities

Hundreds of business men of Boston today received in their mail a personal letter from Mayor Curley inviting them to contribute to a fund to be used by the newly created Commercial Industrial and Publicity Bureau for the promotion of business, in accordance with the aims of the bureau as set forth by the mayor at the dinner held at the Chamber of Commerce Building on Feb. 27. The mayor expects to raise $100,000 for the year's work.

Accompanying the appeal is a statement setting forth briefly what eleven other cities have accomplished in the way of new business, from similar contributions of citizens, Baltimore heading the list by obtaining four great business enterprises, employing thousands of workmen, with a fund of $200,000.

In his letter, the mayor says:

"Attention was directed at the Chamber of Commerce dinner to the fierce competition for business among American cities, and the vital necessity of Boston taking its place in the forefront of this movement; not only that present industrial and commercial activities be retained, but that others be acquired for the best interests of our city.

"Attention was also directed to the necessity of concerted action in the matter of tariff protection, a program for harbor developments and Federal appropriations for the same.

"The importance of a publicity campaign and the necessity for the utilization of the schools of business administration and the technical institutions here located co-operating with industry, were so strongly impressed upon those present that already a sum of more than $30,000 has been pledged.

"I want you as a personal favor to scan the appended statistics setting forth what has been accomplished in other American cities, and, after you have done this, if the program for co-operation between the municipality, the Chamber of Commerce, the boards of trade, the real estate exchanges, and all other agencies in the city, appeals to you, I respectfully suggest that in the interests of the industry with which you are associated, you make what might properly be termed a prosperity insurance contribution.

"The fund to be collected for this year should be not less than $100,000, to be used exclusively for publicity, fact-finding and personal solicitation, for the purpose of strengthening Boston commercially and industrially.

"The importance of this movement is such that I do not deem it necessary to forward a follow-up letter, and shall not do so, as in no case will any individual be expected to contribute in excess of the interest of the contributor.

"The people of America should be made familiar with Boston's present and Boston's hope for the future; they are already sufficiently informed as to its glorious past, and it is possible to bring home the lesson of the present and the future only through the co-operation of all individuals living in the Greater Boston area.

"The committee designated to handle the finances comprises Philip Stockton, president of the First National Bank; Walter S. Bucklin, president of the National Shawmut Bank, and Theodore M. Logan, vice president of the Federal National Bank. Your subscriptions should be forwarded at once to this committee, of which Mr. Theodore M. Logan, 85 Devonshire street, is treasurer."

The statement of what other cities are doing is as follows:

Baltimore, Md.—Raised $200,000. This fund was the means of bringing to Baltimore the Western Electric Company plant, employing at present 3000 men, and designed to employ 30,000, with an annual payroll of $48,000,000. The Glenn Martin Aircraft Company purchased 1200 acres and has just completed its first unit, a 300,000 square foot factory, at a total cost of $2,500,000, where 1200 men will soon be at work. This is one-third of the ultimate plant to be built. The Curtiss-Caproni Corporation, one of the aeroplane manufacturing units of the Curtiss-Wright Corporation, has leased twenty-five acres alongside of the new municipal airport and is spending in excess of $1,000,000 on its first manufacturing unit. The Procter & Gamble Company are erecting a new plant to cost $5,000,000.

Philadelphia, Pa.—In 1929 raised a fund of $1,350,000 for industrial promotion, to be expended for research, solicitation and advertising over a period of three years. Experience too short to give results, but indications are favorable.

Toledo, Ohio.—Raised $1,000,000 fund and located seventy-two new industries in less than two years and enlarged one hundred forty-three existing industries. This fund brought about the investment of at least $1,000,000 in Toledo that otherwise would not have been invested there.

Binghamton, N. Y.—Raised $475,000 in latter part of 1927. A $600,000 building was constructed by one concern in 1928, as a result of this fund. In 1929 the payroll from this plant, employing 840 people, exceeded $800,000.

Atlanta, Ga.—Raised $683,449 by popular subscription for the years 1926, 1927, 1928 and 1929. This brought to Atlanta an increased payroll of $29,191,500.

Louisville, Ky.—Fund of $1,024,006 established in 1916. Investments made for factory buildings with very satisfactory results.

Easton, Pa.—Raised fund of $1,000,000. Located twenty-four important industries.

Cleveland, Ohio.—Raised fund of $400,000 a year for three years, for industrial development.

Dallas, Tex.—Raised $500,000 by popular subscription for a three-year campaign, which is now in its second year of operation with results beyond expectations. Is now working in highly satisfactory manner. The money was expended for space in national magazines, metropolitan newspapers, surveys and literature.

New Orleans, La.—This association raised an advertising fund, on a three-year basis, of $130,000 per year, ending July 1, 1931. Results are highly satisfactory to committee in charge.

St. Paul, Minn.—St. Paul association is now engaged in raising a liberal industrial fund, over a three-year period, which is deemed essential to successfully carry on industrial research, personal solicitation and necessary expenses. This fund is entirely separate from the association budget.

TRAVELER 3/13/30

Tunnels



ONCE upon a time we were going to build a tunnel to East Boston but nothing ever came of it, so let us forget that tunnel for a moment and read about another one.

England is about ready to build that tunnel under the English channel to France. It will cost $150,000,000 and take eight years to build. It is to be a private enterprise. The plan is about to be brought before the House of Commons for consideration.

The tunnel will be a financial success. About 3,000,000 persons a year will travel through it, in addition to millions of tons of freight. It is estimated that the investment will pay at least 8 per cent. right from the start.

England's isolation is a thing of the past. The airplane and dirigible have made it a part of the European mainland. In case of war the tunnel could be flooded, unless, of course, hostile air fleets prevented engineers from turning on the faucet. That seems unlikely.

Coming back to East Boston, we have no fear of war between the North end and Noddle island. We want to be invaded early and often by folks to the north of us. Let us build our tunnel.

GLOBE 3/13/30

GOODWIN CALLS SCHOOLHOUSE HALT, CHARGES FUNDS WASTED

Tells Mayor Hundreds of Thousands Lost in Past, Wants $15,000,000 Program Held Up

Frank A. Goodwin, chairman of the Boston Finance Commission, has forwarded to the Legislative Committee on Municipal Finance a copy of a letter he had previously sent to Mayor Curley, calling to the latter's attention what is alleged to be waste of money in schoolhouse construction in Boston and pointing out that similar results may happen again unless steps are taken to prevent them.

The Legislative Committee now has before it proposals for legislation in which the Boston School Committee sks for authority to spend $150,000,000 within the next three years for schoolhouse construction. Mr Goodwin asks the committee to delay action until Mayor Curley has had an opportunity to decide whether the Board of Apportionment, an organization within the School Committee has been in large measure responsible for previous extravagance and waste.

Blames Apportionment Board

In his letter to the Mayor Mr Goodwin says the former Boston Schoolhouse Commission, which was recently put out of existence by vote of the people of Boston in the municipal election, was by no means the sole cause of the waste of thousands of dollars of the taxpayers' money, but that a considerable part of the blame must rest on the Board of Apportionment.

Mr Goodwin mentions specific cases in which, he alleges, the Board was guilty of waste and extravagance. He absolves the School Committee itself, but insists that the former Schoolhouse Commission was by no means wholly at fault for conditions which existed and may continue unless steps are taken to meet the situation.

Not Defending Commission

Mr Goodwin said in his letter to Mayor Curley:

Sir:

"During the past few years considerable publicity has been given to excessive costs in Boston schoolhouse construction and the failure to provide sufficient, satisfactory accommodations for the pupils. A careful perusal of the information furnished to the public by public boards and private organizations reveals an evident attempt to place the blame for these conditions entirely on the Schoolhouse Commission.

"The Schoolhouse Commission itself has attempted to show that blame should be placed in large part elsewhere. In justice to that commission, and particularly to the taxpayers, the commission feels that it is time the whole story should be told.

"The Finance Commission does not intend to attempt now to produce any defense for the old schoolhouse organization. It believes that the new organization structurally is better suited to carry on the work of better repair and construction than the old.

"Committee Responsible"

"The commission believes, however, after examination of all the facts on the record, that the Board of Apportionment within the School Committee is responsible, in large part, for waste and inefficiency in schoolhouse construction costs.

"The commission does not intend that this statement shall be taken as a reflection on the School Committee itself. That body quite properly has chosen officials who are supposed to be expert in determining school needs, and necessarily has accepted the judgment of these officials. An examination of the records, however, cannot do otherwise than impress that these officials have induced the committee to make authorizations without sufficient study and consequent knowledge of the needs; and as a result the city has wasted hundreds of thousands of dollars at least.

"The reorganization of the Schoolhouse Commission will go far to save the taxpayers' money, but the situation within the School Committee remains the same, and something should be done to remedy it. This is particularly so in view of the proposed program calling for tremendous sums of money for schoolhouse purposes now before you for consideration.

"It is the commission's opinion that, if something is not done before these proposed sums are expended, extravagance and waste will continue, resulting in the loss of hundreds of thousands of dollars to the citizens.

"As illustrations of this careless commitment of the city by the Board of Apportionment, the Finance Commission cites these three as the most glaring of many instances that might be shown:

"1. In one district the purchase of land and the making of plans for a 20-room intermediate school were authorized by an original appropriation of $39,754.43. Within a period of four years this amount was changed by seven different orders, until the appropriation rose to approximately $570,000. Land was purchased, an architect was retained and drew plans which were approved by the Superintendent of Schools; bids were advertised for and received, and other miscellaneous expenses incurred until a total of $91,356.78 was paid out of the city treasury. Then it was decided by the School Committee on the recommendation of the Board of Apportionment to abandon the project, and the remaining credit was transferred to other items.

Alleges Many More

"2. In another district an appropriation was made and a school erected as an intermediate school of 16 rooms. When completed at a cost of approximately $350,000 it was, and still is, used as an elementary school.

"3. The construction of an intermediate school in another district was 'indefinitely postponed" after $219,000 had been spent.

"An examination of the record by capable investigators will reveal to Your Honor many similar evidences of the lack of proper care and study by the Board of Apportionment in its recommendations.

"Abolishing the old Schoolhouse Commission did not provide a remedy for this part of the responsibility."

Calls on Legislature

Mr Goodwin's letter to the Legislative Committee reads as follows:

"Gentlemen:

"You have before you two bills relative to appropriations for schoolhouse construction in the city of Boston, Senate 317 and House 442.

"I am sending to you enclosed a copy of a letter by me on Feb 28 to His Honor, Mayor James M. Curley The facts contained in this letter, in addition to other information we have in our possession, would seem to indicate that before 'favorable action is taken on the bills above mentioned, the whole subject of schoolhouse construction should be carefully scrutinized.

The Finance Commission therefore respectfully requests that action be delayed until such investigation shall have been made.

"Respectfully submitted,

"Frank A. Goodwin, Chairman."

FAST DE LUXE TRAIN TO START TUESDAY

Boston-New York Service Breaks Records

"Yankee Clipper" to Make Trip in 4 Hours 45 Minutes

The "Yankee Clipper," the New Haven Railroad's new de luxe extrafare train between Boston and New York, will make its initial trip next Tuesday, leaving the two terminals simultaneously at 3:30 p m. The train will be operated five days a week, not being operated Saturdays and Sundays.

The operating time of the new train will be 4 hours and 45 minutes, the fastest schedule ever in operation between the two cities. The trains arrive at the two destination terminals at 8:15 p m.

The train leaving Boston that day will be placed on track No. 15, South Station, at 9 a m, and will remain until 11 a m, so that the public may inspect it and see the exceptional modern equipment. From 12 noon until 2 p m that day there will be an invitation inspection at which many leading citizens and officials have been invited.

Fitting ceremonies will be held just previous to the departure of the train for New York and it is hoped Mayor Curley will participate. John J. Pelley, president of the New Haven, will participate in the exercises. The ceremonies will be broadcast over Stations WBZ of Boston, WTIC of Hartford, and, in New York, over Station WOR. The broadcast will be on the air from 3 to 3:30 p m that day.

GLOBE 3/13/30

CONFERENCES TODAY IN NEW STRIKE OF GARMENT WORKERS

Arranged at Meeting in Mayor Curley's Office—Expect Most of 4000 Who Walked Out Yesterday to Be Back Monday

Conferences scheduled for this afternoon, tonight and tomorrow, between representatives of the International Ladies' Garment Workers' Union, and three different branches of employers in the industry, it was said by the union leaders last night, make the prospects very bright for settlements which will mean the return to work next Monday morning of practically 90 percent of the nearly 4000 men and women who walked out on strike at 10 o'clock yesterday morning.

The arrangements for these conferences were made at the office of Mayor James M. Curley at City Hall, yesterday afternoon, following a meeting of the union leaders and the manufacturers with Mayor Curley, during which he stated that ground for a settlement must be found to save this industry for Boston.

During the conference he said that the demands of the union for a five-day week of 40 hours were not unreasonable, as shorter hours are the only means that will take up the slack in labor due to the installing of labor saving machinery. He pledged the full support of the municipal departments in the fight of the union and the manufacturers to wipe out sweat shops. He further pledged his full support in setting up an impartial tribunal for the adjusting of trade disputes.

Meetings Today, Tomorrow

The union committee will meet with the dress manufacturers at the Hotel Statler this afternoon. Tonight the meeting will be with those in the cloak trade and tomorrow morning the conference will be with the jobbers.

During the talk yesterday afternoon at City Hall the jobbers announced a willingness to do business with no manufacturer who does not conform to the working conditions specified by the union.

The representatives of the union at the meeting were David Dubinsky, general secretary-treasurer; Max Amdur, vice president; Joseph Bearak, counsel for the union, and Richard Rohman of New York.

Mr Dubinsky declared at the meeting that the union would settle the strike with the manufacturers' association as soon as possible, but the fight would be continued against the nonunion and open-shop firms.

The strikers, on leaving the shops yesterday morning, went immediately to the strike headquarters, established at Paine Memorial Hall, 9 Appleton st, where meetings were addressed by Dubinsky, Amdur and Vice Pres Salvatore Ninof, Jacob Halperin and Philip Kramer.

The men and women were instructed to report on the picket lines in the garment district before 8 o'clock this morning, where peaceful attempts would be made to persuade workers who did not strike in nonunion shops to join the walkout.

Clashes With "Reds" Feared

While no arrangements were made for the picketing last night, more than 100 men and women appeared on Kneeland and Beach sts where they walked back and forth near shops where the forces were working. On Kneeland st, for a short time it was feared that a clash was inevitable between these pickets and a number from the "Red" forces, when two groups tried to occupy the same section of the sidewalk at the same time.

A large force of police under the command of Sergt Thomas McTiernan was ready to break up the least trouble but the first day of the strike passed without an outbreak of any kind.

Lieut Joseph McKinnon, acting captain of the Lagrange-st station, who has charge of the garment industry section of the city, will have a larger force than usual on duty this morning. The regular patrolmen will be assisted by mounted officers from the Traffic Division.

A number of young men and women who informed the union leaders that they were students at local institutions, and are making a study of economics and social reform, offered their services if they could be used during the strike.

BOSTON HOME RULE ON OFFICES FAVORED

Committee Reports Bill to End Civil Service Curb

City Charter Amendment Necessary to Give Mayor Full Power

Appointments to office by the Mayor of Boston will no longer need the approval of the State Civil Service Commission if the Legislature passes a bill which the Committee on Civil Service reported yesterday in the House.

The proposed act, which is based on the petition of Senator John P. Buckley of Boston, provides for repeal of that part of the city of Boston charter which requires the approval of the Civil Service Commission of such appointments and will place the whole responsibility for them on the Mayor.

The existing provision, which made the Mayor's appointments subject to the approval of the Civil Service Commission, was in the Boston charter when it was adopted in 1909 and has never been repealed in spite of the continuous efforts of all the Mayors to bring about its elision.

Head of Board in Favor

It was one of several "checks and balances" on the power of the Mayor, and the hope of its supporters was that it would lead to better appointments. In the latter particular it has not been satisfactory even to its friends, but the Republican majority in the Legislature has never been quite willing to give a free hand to the Mayors of this city, almost all of whom have been Democrats since the city Charter was adopted.

The hearing on the bill this year before the Committee on Civil Service was, as usual, animated and heated; several prominent Democrats spoke in favor of the measure, and, before the hearing closed, Elliot H. Goodwin, State Civil Service Commissioner, declared himself in favor of it. His attitude, it is assumed, had weight with the committee, a majority of whose members are Republicans.

Better, Say Many on Hill

Mr Goodwin doubtless had in mind the troubles he has had in connection with the latest batch of nominations made by Mayor Curley and was glad to do what he could to free himself and his successors from such a burden. Also there is growing in the Legislature a feeling that perhaps the general political situation would be better if the whole responsibility for appointments rested on the Mayor.

Although there is no reason to think Mayor Curley has taken advantage of the law and made appointments which he believed would fail of approval by the Civil Service Commission, it is common gossip that some of his predecessors have done so; thus they satisfied their friends, but relied on the commission to reject the appointments.

3/13/30

GLOBE 3/13/30

RECORD IN BUILDING OF SCHOOLS CLAIMED

Schoolhouse Department Reviews Four Years

Final Annual Report Hits Burke's System, Alleging Waste and Delay

The biggest construction program of new school buildings, completed during a single administration, is claimed for the past four years under Mayor Nichols, in the final annual report of the Schoolhouse Department, which, however, under the subheading of "Waste and Delay" criticizes the system of Jeremiah E. Burke, superintendent of schools. The report is for the year Jan 1 to Dec 30, 1929, but it also reviews briefly the activities of the past four years.

Francis E. Slattery, Charles P. Norton and James W. H. Myrick signed the report made public yesterday, addressed to Ex-Mayor Malcolm E. Nichols.

Under the heading of waste and delay, it is said that schools built for certain grades were used for other grades; sites taken, plans drawn and bids received, only to have the projects abandoned or indefinitely postponed; plans revised before advertising for bids; fundamental changes made in buildings under construction, and drastic changes after completion, all as a result of written requests of the Superintendent of Schools.

Figures in Report

"These," declared the report, "apart from the serious delays involved, have resulted in the wasteful expenditure of large sums of money, all with the exception of certain land takings, during the past four years." Figures given under the subheading were as follows:

"For land and plans abandoned or indefinitely postponed, $514,000; for revision of approved plans, $33,720.32; for changes during construction, approximately, $293,199.50; total, $840,919.82."

Continuing under the same heading, the report declared:

"Moreover, a modern up-to-date swimming pool was installed in one of the schools, against the judgment of this board, at a cost of approximately $75,000, but urged as an educational need, which, though ready for use for more than a year and a half, is still lying idle.

"In the same school, a public library for community use, apart from the school library, was installed at a cost of approximately $75,000, out of the appropriations for school needs. This board is heartily in favor of the use of high schools for public library purposes, but believes the cost should be allocated to the Library Department, and not be charged as a school expense.

Industrial Education

"Apparent wasteful expenditures in connection with industrial education brought forth the opinion of the signers of the report that, while not questioning industrial education, they gravely doubt the wisdom of spending such huge sums of money ($419,386.75 for machinery, $2,106,000 for floor space) for the purpose, in view of the present crowded conditions of the schools, resulting in the use of so many portables.

"In addition to this," the report said, "there will always be a heavy maintenance charge for repairs and replacements of expensive machinery to keep them in line with mechanical progress. Moreover, the space occupied by these shops, in new permanent buildings recently completed, is the equivalent of 117 class rooms, which could have provided permanent seats for 4161 pupils—more than half the number of pupils now housed in portables.

"As the machinery is now housed and operated the overhead is exceedingly high. The buildings are too expensive for shops, and the use of scattered machines is naturally limited.

"Had these shops been unified in districts, and placed in buildings of factory construction with larger classes and fewer teachers, the maintenance cost, overhead charges and teaching expenses would have been greatly reduced, and the machines would practically be in constant use, while the space now occupied in the permanent buildings could have been released for class-room purposes, resulting in the elimination of a large number of portables. A careful study of these views is recommended in the consideration of future shop problems."

Problem of Portables

A careful survey of class rooms in permanent buildings and the uses to which they are now put, in the opinion of the commission, would disclose many opportunities for releasing portables now in use. Certain suggestions are contained in the report.

The number of pupils housed in portables, according to the report, is today approximately the same as four years ago, yet during that time 16,192 permanent seats in new buildings have been provided while the school population increase during the period was 4287, leaving a net gain of permanent seats of 11,905.

"The lesson is obvious; unless a change of policy is effected the erection of new buildings will not solve the problem of portables for years to come," it stated.

Under the heading of "General Statement" the report reads:

"Since this commission took office 32 new school buildings or additions have been constructed, of which six were under construction at the beginning of the term. These include seven high schools, eight intermediate, 13 elementary and four special schools.

"To provide these buildings, together with land, plans, construction and equipment, including administration expenses and rentals of hired accommodations, a grand total of $14,417,455.72 was expended—the biggest construction program of new school buildings completed during a single administration. These provided a total of 16,192 permanent seats in the different schools of the city, in addition to numerous auditoria, gymnasia, shops of all kinds, lunch rooms, laboratory and science rooms, libraries and a swimming pool.

Schools Provided

"Intermediate schools, either new or remodeled, have been provided in East Boston (two units), Hyde Park, Dorchester, Roslindale, West Roxbury, Roxbury and the city proper. Land has been taken and sketches approved for schools in Jamaica Plain, Dorchester and Brighton. Moreover, the old high schools will be converted into intermediate schools upon completion of the new high school buildings, and, with the completion of the Tileston Intermediate School in Roxbury in May, there should shortly be three more intermediate schools ready for occupancy.

"In the elementary schools conditions have been greatly improved by the construction of schools or additions in Charlestown, city proper, South Boston, Roxbury, West Roxbury (two units), Dorchester, Brighton (three units), Roslindale and Hyde Park.

"Thus it is evident that no section of the city has been overlooked in the program to provide suitable accommodations for the school children, yet, though tremendous progress has been made, it is obvious that much yet remains to be done to catch up with the needs of the school population."

MAYOR OF BOSTON, ENGLAND, COMING TO TERCENTENARY

Reuben Salter, Mayor of Boston, Eng, has accepted the invitation of Mayor Curley to attend the tercentenary celebration in this city next September. Mayor Salter in his letter of acceptance expressed the desire to bring with him some other citizens of Boston, Eng. The reply to Mayor Curley was as follows:

"It will give me the greatest possible pleasure as the Mayor of this old town of Boston to accept the very kind invitation you have given me to attend the tercentenary celebrations at your famous city in September next.

"I shall esteem it a very great honor to be your guest on such an important occasion and shall look forward to my visit among you. I am sure that all the inhabitants of the old town will join with me in extending to the daughter city our very heartiest greetings and good wishes.

"May I ask if the invitation will further include any other member or official of the corporation, as personally I should like others to accompany me to America."

MAYOR GETS CLOISSONNE VASE FROM SETSU SAWADA

Affording an additional artistic touch to the beautiful mahogany in the office of Mayor Curley yesterday, was an exquisite bit of cloissonne which attracted attention of the Mayor's callers. He said it was a memento of the visit here recently of Setsu Sawada, Consul General of Japan. The vase reached the Mayor yesterday with the accompanying letter from the distinguished Japanese:

"Nearly two months have passed since my recent visit to your city, but the pleasant impressions I carried back with me are still fresh in my memory.

"The cloissonne flower vase which I ordered from Japan has just arrived. I am taking the liberty of sending it to you by express and shall be much pleased if you will kindly accept it as a token of my sincere appreciation of the courtesy and hospitality which you were good enough to extend to me on the occasion of my visit.

"Mme Sawada heard from your daughter at the Sacred Heart Convent in this city that Mrs Curley is getting better. We were much pleased to know that and wish you will accept from us our sincere good wishes for her recovery."

3/13/30

POST 3/13/30

LAST SLAM AT SCHOOL COMMITTEE

Old Commission in Charges of Great Extravagance

BY WILTON VAUGH

Responsibility for the extravagant waste of school funds and the long delay in providing permanent buildings for the pupils of the city was placed at the door of Superintendent of Schools Jeremiah E. Burke and his official assistants late yesterday by the retired Board of Schoolhouse Commissioners.

ITS LAST REPORT

In the report for 1929, the final document of the abolished board, which went yesterday to the city printer on the heels of the 1928 report, it was charged that the school officials spent $2,525,386 on equipment and space for mechanical shops in the public schools, using up for this feature a fifth of the total appropriation for buildings during the past four years, and displacing 117 classrooms for 4161 pupils, forcing them into the criticised portable structures.

A total of $840,919 was spent for land sites and plans which were later abandoned or indefinitely postponed and for revision of approved architects' plans and changes in plans after construction work had been started.

The old board charged that despite its protest it was forced to spend $75,000 for a swimming pool in the new Roxbury Memorial High School, and though it was ready for use more than a year and a half ago, it has remained idle and not a child has had a swim in it.

In the same school, the board reported, it installed a branch library at a cost of $75,000 and the appropriation was charged up to school purposes rather than to the library department budget.

In its defence the board reported that it had established a record during the last four years by providing 32 new buildings with 16,192 seats at a cost of $14,417,455.72 and yet there was no decrease in the number of portables in use, despite the fact that the school population increased but 4200 in that period.

Supt. Burke Replies

Jeremiah E. Burke, superintendent of schools, yesterday denied the truth of statements of the report of the Boston schoolhouse commissioners. Specifically on that portion of the report for 1929 which figured wasteful expenditures totalling some $840,000 during the past four years, Superintendent Burke said:

"In the first place, I know of no instances of land and plans abandoned or indefinitely postponed, where schools were to be constructed. On every piece of land bought for a school, a school will be built.

"For revision of approved plans, including the revision of certain plans for the Brighton High School, which was at the request of the survey committee, I would say that occasionally, right up to the time of construction, it is found necessary to make some changes in plans which may result in economies. The figure mentioned, $33,729, is not excessive, in view of the amount of money spent in building.

"As for the item, 'For changes during construction,' set down as some $233,199, I should say we would disclaim responsibility for that. Changes during construction come altogether and wholly under the responsibility of the schoolhouse commissioners."

In recent years, Superintendent Burke said, coming under the implication of land purchased for a school, with plans drawn, but building postponed, is the lot on Camden street at Shawmut avenue, which was bought for an intermediate school some four years ago. Plans were drawn and then building was temporarily postponed because of pressure of the need of a new Girls' High School, and the consequent abandonment then of the old Girls' High School on West Newton street, which is now being studied with an eye to use of it for an intermediate school. The plans for the Camden street building still belong to the school committee and will be used in time, he said.

Regarding the $75,000 swimming tank in the Roxbury Memorial High School, standing idle, he said that it will cost $15,000 a year to operate it, and the corporation counsel of the city has ruled the money must come from the physical education budget and not from the general funds of the school department.

As for branch libraries in school buildings, he said that the school department has been accustomed for some time to confer with the public library trustees, and to establish library centres in school buildings for community purposes, whenever the library authorities desire it.

As for shops in school buildings, he said that shop rooms are class rooms and have children in them, and only in rare instances are the shops in main buildings to the exclusion of academic classes.

TABLET TELLS OF EVACUATION

Bronze to Mark Historic State Street Site

Special Evacuation Day exercises for the downtown business district will be held at 11 o'clock Monday morning when Mayor Curley's committee on marking historical sites will place a bronze tablet, portraying the withdrawal of the British troops, on the building at 148 State street, at the junction of Chatham.

State street business houses are preparing suitable decorations and patriotic features to mark the parade of veterans and patriotic organizations, including the First Corps of Cadets and the Ancient and Honorable Artillery, as well as the Fusiliers Veterans Corps.

Judge Thomas H. Dowd, General Edward L. Logan and Brigadier-General John J. Richards will deliver addresses and the bronze tablet, revealing the soldiers embarking at the end of State street, will be unveiled by Miss Alice Vestella Daniels of the Children of the American Revolution.

Another feature of Monday's celebration, apart from the big parade at South Boston in the afternoon, will be the placing of a wreath on the Dorchester Heights monument by the United Train of Artillery Veterans' Association of Providence, R. I., Director of Public Celebrations J. Philip O'Connell announced last night.

This outfit was a unit of Washington's army at the time of the evacuation, when it was commanded by Major Daniel Hitchcock. Here, too, General Logan will deliver an address.

GLOBE 3/13/30

ASKS CANADIAN NATIONAL TO MAKE BOSTON PORT OF CALL

Mayor Curley in an effort to make Boston a port of call of the West Indies Steamship Line of the Canadian National system, yesterday sent a letter to Sir Henry Thornton, president of the Canadian National Lines at Montreal, which, he says:

"My attention has been directed to the fact that the Canadian National Steamship Company is contemplating the establishment of a port of call in connection with your West Indies Line and the City of Boston extends an invitation to make Boston as the intermediate port of call.

"The Boston Chamber of Commerce, and the newly-created Commission on Commerce, Industry and Publicity are prepared to extend every possible courtesy and assistance in the event that this arrangement, desired by the entire citizenship of Boston, may be made."

RECORD 3/13/30

$15,000,000 FOR HUB SCHOOLS UNDER FIRE

Mayor Curley's bill to spend $15,000,000 within the next three years for school improvements was sharply attacked at a hearing yesterday before the legislative committee on municipal affairs.

Senator Frank W. Osborne, chairman of the committee, rapped the rate of interest over the 20-year bond period, which would be $6,300,000, as too high.

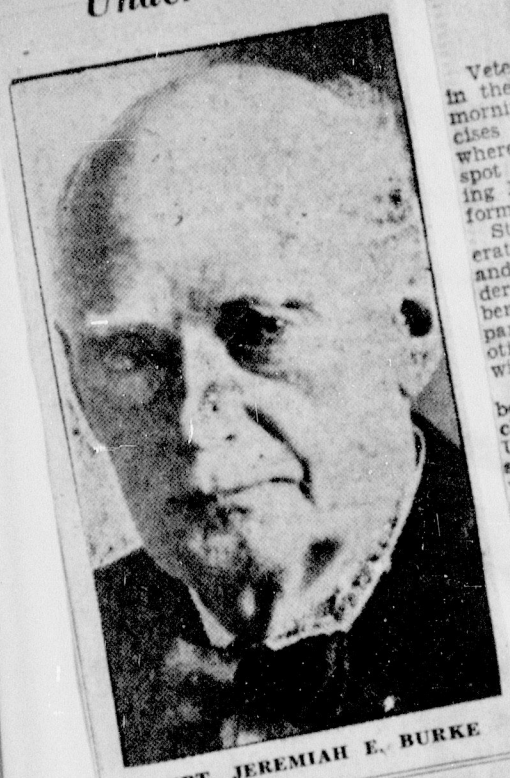
Defending his bill, Mayor Curley smilingly referred to the committee as "Philistines," and declared that the departure from the pay-as-you-go policy he initiated in 1916 is justified by the city's present emergency.

The plan for betterment of schools was agreed upon by the mayor and school committee before it went before the legislative body.

contd.

or waste or with delay in the construction program. He said that the Camden street school site was held up when it was proposed to construct a girls' high school in that same vicinity. He

Under Fire



SUPT. JEREMIAH E. BURKE

concluded by stating that the old commission evidently extended to him an invitation to enter into a controversy on something for which his administration was not responsible.

School committee members called attention to the fact that the 1928 report was 15 months overdue and that the final report was delayed for three months. It must be realized, said a member, who did not want to be quoted that this old commission was voted out of office by the vote of the people.

HERALD 3/13/30

PLAN BIG PARADE EVACUATION DAY

Tablet to Mark Spot Where British Embarked

Veteran organizations will participate in the Evacuation day parade Monday morning which will precede the exercises at Chatham and State streets, where the bronze tablet, marking the spot from which the British evacuating Boston, actually embarked, will be formally dedicated.

State street business men are co-operating to make the event memorable and arrangements have been made under the leadership of William H. Chamberlain of the State Street Trust Company for novel decorations and patriotic features. The historical address will be delivered by Thomas H. Dowd.

Another feature Monday morning will be the laying of a wreath on the Dorchester Heights monument by the United Train of Artillery Veterans' Association of Providence, the original of which was a unit of Washington's army at the time of the evacuation. A brief address on behalf of the city will be made by Gen. Edward L. Logan.

The parade which will precede the tablet dedication will form at Pemberton square. Maj. James W. H. Myrick will be chief marshal and Lt.-Col. Henry D. Cormerais, Maj. Charles T. Harding and Col. George A. Hosley will be his chiefs of staff.

In the procession will be the committee on public celebrations, commission on marking historical sites, commission Honorable Artillery Company and Ancient and corps, colors and platoon of 1st corps Cadets, Fusiliers Veteran corps, American Legion, Veterans of Foreign Wars, and the city of Boston colors escorted by the Dorchester high school cadets; Sons of American Revolution.

The Rev. Russell H. Stafford will offer the invocation and Miss Alice Vestella Daniels, of the Children of the American Revolution, will unveil the tablet.

At Dorchester Heights monument, Dr. William H. Griffin will preside, the Gate of Heaven Church band will provide music; invocation will be by the Rev. J. Walter Lambert and benediction by the Rev. Howard A. Morton. Gen. John J. Richards will make an address to which Gen. Logan will reply.

BOND ISSUE PLEA MADE BY CURLEY

Mayor at Hearing on Bill to Borrow $15,000,000

Suspension of the pay-as-you-go policy until the city of Boston catches up with its need for school construction was advocated by Mayor Curley, the school committee, the superintendent of public schools and the new school building department yesterday before the legislative committee on municipal finance.

Mayor Curley was supporting his bill to borrow $15,000,000 over a period of three years with the money to be raised by 20-year bond issues.

Chairman Joseph Hurley of the school committee told the legislative committee that his associates, with the exception of Francis Gray, favored the mayor's proposal, while Supt. Jeremiah Burke and Chairman Richard Lane of the school building department also recorded their approval.

Mr. Hurley disclosed the committee's three-year building program which calls for construction of two new high schools and provision for 168 additional elementary school classrooms in addition to the abandonment of from 80 to 100 of the 235 portable schools now in use.

Senator Osborne of Lynn, chairman of the municipal finance committee, sought information as to why most of the proposed $5,000,000 each year could not be raised by tax levy with approximately $1,000,000 by bond issue. The mayor's reply was that he was submitting a compromise measure agreed on after conferences with the school committee.

Post 3/13/30

CITY HALL NOTES

Mayor Curley yesterday received a beautiful cloisonne flower vase from Setsu Sawada, Japanese consul-general, together with a letter of tribute from the visiting envoy in appreciation of the courtesy extended to him during his recent stay here.

* * * *

Mayor Reuben Salter of Boston, Eng., has accepted Mayor Curley's invitation to come here to participate in the Tercentenary celebration on "Boston Day," Sept. 17. In a letter of acceptance received yesterday from the chief executive of the mother city, he declared that he would be glad to bring other members of his municipal government along with him as he "likes company."

CURLEY QUESTIONS DEPARTMENT HEADS

Forces All to Explain Every Estimate In Economy Drive

Municipal department heads tried to tell Mayor Curley "why" yesterday. He asked a number of them yesterday and in reply they attempted to convince him, as well as Budget Commissioner Fox, that their estimates of their financial needs during the year are based on the Curley program of rigid economy. All other mayoral business has been subordinated to the budget and it will take the remainder of the week for the mayor to wade through the mass of figures on which the budget is built.

The departmental estimates will be pared to the minimum. The mayor thinks that they are unnecessarily high. Department heads who were questioned yesterday were forced to explain every item in their individual budgets. Mayor Curley refused to stop asking "Why?" The success which his subordinates achieved in answering will be discerned in the budget.

ALLEN SIGNS BOSTON TAX LIMIT MEASURE

Gov. Allen yesterday afternoon signed the Boston tax limit bill immediately after it had been enacted in the Senate. This was said to be a record for legislative and executive action for this particular measure, which comes up annually. Until this year the earliest final action was said to have been in 1926 when the bill was given executive approval on March 15.

The tax limit bill establishes a limit of $16 for one year for the city of Boston.

RECORD 3/13/30

Jap Envoy Sends Mayor Curley Rare Rose Vase

Setsu Sawada, consul-general of Japan at New York, who was a recent visitor in Boston, yesterday informed Mayor Curley by letter that he was so pleased with his gracious reception while here that he was forwarding to him a rare flower vase which he ordered from Japan.

HERALD 3/13/30

WASTE CHARGED TO SUPT. BURKE

Report of Old Commission Attacks Failure to Decrease Portables

TRADE BUILDINGS CALLED MISPLACED

By JAMES GOGGIN

Specific and at times sensational criticism of the judgment of Superintendent of Schools Jeremiah E. Burke, obviously employed to force from him an answer which will provide basis for more detailed presentation of the faults of the school department, features the final report of the old schoolhouse commission.

In an abstract of the 1929 report, former Commissioners Francis E. Slattery, Charles P. Norton and James W. H. Myrick, last night, directed public attention to numerous specific evils of the school system for which they hold that Supt. Burke is to blame.

EXPECT REPLY

The intent of the commissioners, in spite of mild denials, is to compel Supt. Burke to defend himself from the attacks aimed at him. Without making a direct admission of such an intention the conclusion from the phraseology so carefully used in the report makes it incumbent on Supt. Burke to deny responsibility or to remain silent under fire—a decision which the former commissioners do not anticipate that he will make.

They charge Supt. Burke with responsibility for indefensible waste of public funds; with failure to utilize available schoolhouse facilities to their full capacity; with "loading" the school department with unwisely placed buildings for the teaching of mechanical trades, and with failure to decrease the use of portable schools.

In the last four years, the commissioners report, at an expense of $14,417,455, there have been erected 32 new buildings and additions with facilities for 16,192 permanent seats. These buildings are defined as seven high, eight intermediate, 13 elementary and four special schools.

In spite of the addition of 16,192 seats and in spite of the fact that there has been an increase of but 4287 in the school population in four years, thereby making a net gain of 11,905 permanent seats, the commissioners charge that there has been little reduction in the number of portables and they blame Supt. Burke.

"Why is this so?" is asked and the answer of the commissioners is: "The lesson is obvious; unless a change in policy is effected, the erection of school buildings will not solve the problem of portables for years to come."

Supt. Burke is charged with needlessly insisting on the construction of a swimming pool in a high school, at a cost fo $75,000, and it is stated that 18 months after the building was occupied the pool is not in use.

Another criticism is the inclusion of a library costing $75,000 in a high school building, an expense, in the judgment of the commissioners, which properly is chargeable to the library department.

In support of the criticism that Supt. Burke has failed to utilize available facilities, the commissioners enumerate many instances of such failure. Existing portables can be abandoned by utilizing classrooms now vacant, by taking studyrooms in high schools for classrooms and using assembly halls for study periods, by converting rooms set aside for teachers to classrooms, and by making the numerical strength of classes the minimum decreed by the school committee.

"Dozens of such cases can be cited," the commissioners report. Their remedy for using vacant rooms in buildings is to change the school district lines. "It is the belief of this board," the report says, "that the greater portion of the classes now in portables could be accommodated in the permanent buildings."

The first criticism of Supt. Burke is made in reference to the erection of new buildings, and on this subject, the report says: "In the general problem of erecting new buildings, there are certain factors that have made for delay and waste in the construction program which might well be eliminated in the future with a closer analysis of conditions by the superintendent of schools and his official advisers."

On the subject of waste and delay, the commissioners charge "that schools have been built for high and intermediate purposes which have been used for intermediate and elementary grades; sites have been taken, plans prepared and even bids received for school buildings, only to have the projects abandoned or indefinitely postponed; plans have been revised, before and after advertising for bids; fundamental changes in buildings under construction have been made and drastic changes in new buildings after completion have been effected, all as a result of the written requests of the superintendent of schools on the ground of educational needs."

The actual monetary loss, called "wasteful expenditure of large sums of money," has been $840,919 in four years. Of this amount land and plans abandoned or indefinitely postponed have cost $514,000; changes during construction $293,199 and revision of approved plans, $33,720.

The swimming pool was installed against the judgment of the commissioners and was described as an "educational need," which, "though ready for use more than a year and a half, is still lying idle."

On the issue of the doubtful use of funds and buildings, the commissioners report the need "to direct attention to the policy adopted in providing industrial education and its general effect upon portable class rooms." Continuing the board says that it "does not question the value of industrial education but gravely doubts the wisdom of spending such huge sums of money for the purpose, especially in view of the present crowded condition of the schools."

Criticism is made of the policy of placing mechanical shops "practically indiscriminately in school buildings throughout the city." The initial cost and the expense of maintenance are very heavy. "To provide space and machinery for industrial activities has necessitated a capital outlay during the past four years of $2,525,386, approximately 20 per cent. of the total expenditures of the last four years for new construction."

These shops occupy space equivalent to that of 1[illegible] class rooms, with seating facilities for 4161 pupils, more than half the number now housed in portables, and the commissioners suggest that the buildings are too expensive for shops, and that the practical policy would be to erect buildings of factory construction in unified districts with "larger classes and fewer teachers, less maintenance cost and overhead charges" and thereby release space in permanent buildings for class rooms."

In conclusion the commissioners emphasize that they specified only "some of the things that seem to require immediate correction." They stand ready to offer recommendations about "numerous other matters of serious import" of which they admit knowledge.

AMAZED BY ATTACK

School Committee Members May Issue Reply Today

Members of the school committee last night were amazed at the attack on Dr. Jeremiah E. Burke, superintendent of schools, made in the 1929 report of the old schoolhouse commission of which Mr. Slattery was chairman.

Chairman Joseph J. Hurley said that a special meeting of the school committee will be held late this afternoon, called to take action on school matters. At the same time the 1928 report of the schoolhouse commission, made public a few days ago, and the 1929 report, given out yesterday, will be considered. Whether the school committee will issue a reply to these reports will depend on the action of the full board. Dr. Burke at his home last night said that he at first did not feel that he would dignify the 1929 report by replying to it. However, he said that he will examine the report further at his office today and then decide whether he will reply.

CALLS IT UNFAIR

He characterized the tenor of the report as unfair and stated that his entire record was open to the public and that he would stand by it. He pointed out that the law specifically placed on the old schoolhouse commission the matter of selecting sites and lands for schools and that he was not charged with that responsibility. He indicated that it was absured to charge his administration with extravagance

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Globe 3/13/30

O STRIKE IN RMENT TRADE

r Invites Both Sides to a Conference

trike of union men and women oyed in cloak and dressmaking s of this city, started at 10 this ing. Nearly 4000 persons respond- the order, and without trouble or rbance of any kind marched from r shops to the strike headquarters aine Memorial Hall, 9 Appleton st. detail of more than 40 patrolmen three mounted officers was on ty along Kneeland st, where the gest shops are located, under com- and of Sergt Thomas McTiernan. A umber of the men in plain clothes ere ordered to stand near groups of Reds" who were opposite the shops nd make sure that no trouble was started.

Invited to Confer With Mayor

Seeking to halt a strike of garment workers in this city, Mayor Curley has invited employers and employes to a conference at 3 this afternoon in his office at City Hall. The Mayor in his invitation said that he would esteem it a personal favor, as well as an expression of a desire to cooperate for the general good of the community, if those invited would attend. He said: "I note in the newspapers of this day that a strike has been declared by the garment workers and I am extremely desirous of conferring with you as one of the parties at interest before the matter has reached that stage where an adjudication might be difficult."

Those invited to the conference were; Boston Joint Board Cloak, Skirt and Dressmakers' Union; Joseph Reiner, president New England Wholesale Garment Association; Louis Schultz, president New England Cloak and Suit Manufacturers' Association; J. Colpak, president Associated Dress Manufacturing Association; B. Rudy, Samuel Vernon, Seymour Raiwitz, David Dubinsky and Max Amdur.

Peace Pledge by Leaders

A mass meeting was opened in the strike hall, shortly before noon, at which the leaders issued instructions to the rank and file as to what is expected about picketing and other general strike duties. Very explicit orders were issued for every man and woman to do nothing that would start trouble, and a pledge was given by the leaders to the Boston police that peace would be maintained, and this pledge must be fulfilled.

The strike went into effect when the chairmen in every shop signaled the workers to lay down their tools and walk out. Because of the time required to change garments, it was nearly 10 minutes later before the first of them responded to the call, and started to leave the buildings.

With the largest of the shops located on Kneeland st, between Washington and Albany sts, the most interest was manifested there. The union had squads of men posted at the exits from all shops instructing the strikers to proceed in an orderly manner to the strike hall and under no circumstances to do or say anything that would create trouble.

Strikers Carry American Flags

Before the order to quit was given, the shop chairmen issued to every man and woman a small American flag, which was worn on the outside of their coats, in order to distinguish them from the "Reds," if any trouble was started.

David Dubinsky, general secretary-treasurer, and Salvatore Ninfo, Max Amdur and Philip Kramer, international vice presidents of the International Ladies' Garment Workers' Union, of which the strikers are members, personally appeared in the garment district and watched the walkout.

A number of students of nearby universities were seen in the district, observing the conditions as they developed.

The union is asking for a 40-hour week of five days, and the elimination of sweat shops in the Boston district, as well as changes in wage schedules, unemployment insurance and the establishment of an impartial tribunal for adjusting trade disputes.

American 3/15/30

FIN. COM. IN BIG SCHOOL INQUIRY

Head of the City's Educational System Is Not to Be Ousted, Is Claim

Frank A. Goodwin, chairman of the Finance Commission, which is preparing to start an investigation into "school expenditures," today denounced reports that an attempt was to be made to oust Supt. of Schools Jeremiah E. Burke.

Chairman Goodwin said he did not know Supt. Burke's term was expiring, and had not the slightest feeling against him.

"There appeared in at least one Boston paper this morning," he said, "an intimation that the Finance Commission is making an attack on Mr. Burke for the purpose of preventing him from being reappointed.

"Whether this statement comes from Mr. Burke or from his friends, I would suggest it will serve no good purpose because, in the first place, the majority of the members of the Finance Commission are acquainted with Mr. Burke and friendly with him, and so far as I am concerned I did not know his term of office was expiring.

"I don't know him and have not the slightest feeling against him. The public service rendered by Mr. Burke or by anyone else connected with the school committee will be judged by facts and if anyone thinks statements of the kind appearing in the morning paper will act as a deterrent to an honest investigation by the commission he will find himself mistaken."

Frances E. Slattery, former chairman of the schoolhouse commission, whose report is believed to have inspired the finance commission's probe, said about the ousting rumor:

"So far as I know there is absolutely nothing in it. Certainly not a thought was never in my mind. I didn't even know that his term was almost at an end until informed by a member of the school committee.

"I look upon Mr. Burke as a splendid educator. Our references to him in our report were quite appropriate since the official communications involved in the matters discussed were signed by him as superintendent of schools."

Received 3/14/30

GLOBE 3/14/30 AM

ONFERENCES TODAY IN NEW STRIKE OF GARMENT WORKERS

Arranged at Meeting in Mayor Curley's Office— Expect Most of 4000 Who Walked Out Yesterday to Be Back Monday



LEFT TO RIGHT—INTERNATIONAL VICE PRES MAX AMDUR AND INTERNATIONAL SECRETARY DAVID DUBINSKY

Conferences scheduled for this afternoon, tonight and tomorrow, between representatives of the International Ladies' Garment Workers' Union, and three different branches of employers in the industry, it was said by the union leaders last night, make the prospects very bright for settlements which will mean the return to work next Monday morning of practically 90 percent of the nearly 4000 men and women who walked out on strike at 10 o'clock yesterday morning.

The arrangements for these conferences were made at the office of Mayor James M. Curley at City Hall, yesterday afternoon, following a meeting of the union leaders and the manufacturers with Mayor Curley, during which he stated that ground for a settlement must be found to save this industry for Boston.

During the conference he said that the demands of the union for a five-day week of 40 hours were not unreasonable, as shorter hours are the only means that will take up the slack in labor due to the installing of labor saving machinery. He pledged the full support of the municipal departments in the fight of the union and the manufacturers to wipe out sweat shops. He further pledged his full support in setting up an impartial tribunal for the adjusting of trade disputes.

Meetings Today, Tomorrow

The union committee will meet with the dress manufacturers at the Hotel Statler this afternoon. Tonight the meeting will be with those in the cloak trade and tomorrow morning the conference will be with the jobbers.

During the talk yesterday afternoon at City Hall the jobbers announced a willingness to do business with no manufacturer who does not conform to the working conditions specified by the union.

The representatives of the union at the meeting were David Dubinsky, general secretary-treasurer; Max Amdur, vice president; Joseph Bearak, counsel for the union, and Richard Rohman of New York.

Mr Dubinsky declared at the meeting that the union would settle the strike with the manufacturers' association as soon as possible, but the fight would be continued against the nonunion and open-shop firms.

The strikers, on leaving the shops yesterday morning, went immediately to the strike headquarters, established at Paine Memorial Hall, 9 Appleton st, where meetings were addressed by Dubinsky, Amdur and Vice Pres Salvatore Ninof, Jacob Halperin and Philip Kramer.

The men and women were instructed to report on the picket lines in the garment district before 8 o'clock this morning, where peaceful [illegible] would be made to persuade those who did not strike in nonunion shops to join the walkout.

Clashes With "Reds" Feared

While no arrangements were made for the picketing last night, more than 100 men and women appeared on Kneeland and Beach sts where they walked back and forth near shops where the forces were working. On Kneeland st, for a short time it was feared that a clash was inevitable between these pickets and a number from the "Red" forces, when two groups tried to occupy the same section of the sidewalk at the same time.

A large force of police under the command of Sergt Thomas McTiernan was ready to break up the least trouble but the first day of the strike passed without an outbreak of any kind.

Lieut Joseph McKinnon, acting captain of the Lagrange-st station, who has charge of the garment industry section of the city, will have a larger force than usual on duty this morning. The regular patrolmen will be assisted by mounted officers from the Traffic Division.

A number of young men and women who informed the union leaders that they were students at local institutions, and are making a study of economics and social reform, offered their services if they could be used during the strike.

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a fairly good idea of it but I am convinced that it would be unwise for me to comment on any document of that importance until I have had a fair chance to examine it with care. In any event I can speak only for myself and I am only one of the 15 members of the committee. Tomorrow I may have something definite to say in regard to my position.

COMMITTEE ACTS

Votes Unanimously to Investigate Finance Commission Charges

Following executive session last night, from which members of the board of apportionment were barred, the school committee, through its chairman, gave out the following statement:

The school committee of the city of Boston, having learned of the charges against the board of apportionment contained in the letter of Feb. 28 from the chairman of the finance commission to the mayor of the city of Boston, has given serious consideration to the matter therein contained.

The committee is unanimous that the charges against the board of apportionment above mentioned are of sufficient gravity to warrant action by the school committee if the same are found to be true. As the matters therein contained deal with transactions going back over a period of years during which the present school committee and its members were not in office, the school committee at this time is unable to pass upon the merits of the case. The committee feels that it should inform itself at the earliest opportunity whether these charges are true.

The committee therefore has voted unanimously to investigate these charges and to request any person or body having knowledge of the matters contained in said letter to present to the school committee by private communication or at public hearing all that they know thereof. Upon receipt of all pertinent information on these charges, the school committee will decide whether the charges are sustained, and if so what action should be taken by the school committee in the premises.

The school committee feels that if the finance commission desires that that body rather than the school committee should conduct the investigation, it should do so, and the school committee will gladly co-operate in the investigation and will take whatever action it deems desirable upon receipt of the findings of the finance commission.

HERALD 3/14/30

END OF CLOAK STRIKE LOOMS

Curley's Suggestion of Conference Accepted by Warring Factions

EXPECT MANY WILL RETURN TO WORK

With conferences scheduled for today between representatives of the striking cloak and dressmakers unions and the manufacturers associations and the last night pointed to an early settlement of the general strike called in the industry here yesterday with the return of approximately 90 per cent. of the 4000 workers involved by Monday morning.

This prediction was made without hesitancy last night by leaders of the International Ladies' Garment Workers' Union, when it became known that all parties to the controversy had agreed to accept the suggestions made by Mayor Curley at a conference at City Hall earlier in the day to resume negotiations and relieve the industry from the complete tie-up caused by the strike.

MEET TODAY

The union's leaders and representatives of the dress manufacturers association will meet this afternoon at the Hotel Statler and a similar conference will be held with the cloak manufacturers association tonight. A conference between the union and the dress jobbers will take place tomorrow morning at the Hotel Statler.

Mayor Curley, at the conference with representatives of the union and the associations of the respective manufacturers, pledged the full support of the city in the campaign of the parties to eliminate sweatshop conditions in the industry. In relation to the demands of the union for the five-day week of 40 hours, the mayor declared that it was virtually here and intimated that its concession would help take up the present slack in employment. He declared that the impartial machinery set up in other garment markets for the adjudication of disputes and demanded for Boston should also serve as a model for arbitration.

The union was represented at the conference by General Secretary-Treasurer David Dubinsky, Vice-President Max Amdur and Atty. Joseph Barak, counsel for the union, who briefly outlined its demands. The manufacturers were represented by I. J. Colpack, president of the Associated Dress Manufacturers Association; Louis Schultz, president of the New England Cloak and Suit Manufacturers Association; Joseph Reiner, president of the New England Wholesale Garment Association, and others. Mr. Colpak admitted that the entire industry is at a standstill with orders piling up for the Easter trade.

Sec. Dubinsky, after the mayor's conference, pointed out that regardless of settlements with the organized employers, the strike will be vigorously waged against open shops. He declared that more than 500 workers in several of the heretofore unassailable open shops responded to the general strike call yesterday and were enrolled at the union's strike headquarters in Paine Memorial hall, 9 Appleton street, where two big mass meetings for the strikers were held and addressed by local and international officers.

RECORD 3/14/30

Making It Clear

In view of the assumption by many persons that Boston yearns to sweep her smaller sister communities into a sort of municipal grab-bag, importance attaches to a statement just issued by Mayor James M. Curley's Conference on Metropolitan Boston, of which Joseph H. Beale is chairman. The statement alludes to "misapprehension which apparently exists," then says:

"The Conference has not considered and does not contemplate advancing any proposal for the annexation to Boston of the cities and towns in the Metropolitan district. It is investigating the desirability of extending the principle of co-operative effort as exemplified in the present provision of metropolitan sewer, water and park facilities so as to include other functions of a metropolitan nature, such as traffic, transportation, health and similar matters, with the idea of developing a unified control of common activities, but with no loss of individual identity or local autonomy."

The statement adds that 16 of the 23 members of the Conference reside outside the Boston city limits, as further indication that the Conference is not all-Boston in personnel or purpose.

This disclaimer by the Conference of making annexation the issue comes at a good time and should clear up some misunderstandings.

HERALD 3/14/30

CHARGES WASTE OF SCHOOL CASH

Fin Com Head Assails Board of Apportionment Of Committee

ASKS FOR HALT IN BUILDING PROGRAM

Charges that the board of apportionment of the Boston school committee was wasteful and careless with school funds totalling hundreds of thousands of dollars were made yesterday by Frank A. Goodwin, chairman of the Boston finance commission, when he sent a letter to the legislative committee on municipal finance asking that action be held up on the school committee's request for authority to spend $15,000,000 in a three-year building program.

At the same time Chairman Goodwin announced that the finance commission will make a thorough investigation of schoolhouse construction costs.

He forwarded to the legislative committee a copy of a letter he had sent two weeks ago to Mayor Curley in which specific charges are made against the board of apportionment. Mayor Curley has indorsed the building program of the school committee.

The school committee took immediate notice of the charges and decided to make an investigation of its own. This decision was reached at the close of an executive session last night from which members of the apportionment board were barred. The committee in its statement invited the cooperation of the finance commission and the members of the old schoolhouse commission.

The attack of the finance commission followed closely the charges made by the old schoolhouse commission, of which Francis E. Slattery was chairman. Both attacks were centred on Supt. Jeremiah E. Burke, who has been superintendent since 1921, when he was appointed to the unexpired term of the late Frank V. Thompson.

SPECIFIC CHARGES

These charges were unexpected, and particularly was the target an unusual one. The charges aroused considerable interest when it became known that Dr. Burke, ending a six-year term, will be up for reappointment in April.

Specific charges outlined by Chairman Goodwin were: Increase of appropriation from $39,754 to $570,000 by seven orders during four years for a 20-room intermediate school; 2, use of a $350,000 intermediate school for elementary grades; 3, "indefinite postponement" of construction on a school after $219,000 had been spent.

The school committee voted unanimously to "investigate these charges and to request any person or body having knowledge of the matters contained in said letter," to present all that they know to the committee. Upon receipt of the information, it was promised, the school committee will decide whether the charges are being sustained and, if so, what action will be taken?

This, freely translated, was an invitation to the finance commission to bring forward information it may to bring for subject to the committee. It was also taken to mean that the school committee challenges the old schoolhouse commission, legislated out of existence at the last election, to make good its threat to tell all it knows.

In the 1929 report of the old schoolhouse commission, made public Wednesday, the commissioners, Chairman Slattery, Charles P. Norton and James W. H. Myrick, charged Supt. Burke with being responsible for the waste of $840,000 of city money.

"HARMONIOUS RELATIONS"

The final paragraph declared that the commission had considerable more information "of serious import," which they were ready to transmit when requested "by someone in authority." Thus their challenge has been accepted.

That the board of apportionment and Supt. Burke have the support of school committee members was shown last night when William A. Reilly, a member, in explaining his vote on a small matter, said that the special meeting and the vote "showed the harmonious relations existing between the superintendents an dthe school committee." Mr. Reilly later said he meant Supt. Burke and Supt. Louis K. Rourke of the new department of school buildings.

LACK OF PROPER CARE

The board of apportionment consists of eight members. They are Supt. Burke, chairman of the board, and Patrick J. Campbell, John C. Brodhead, Miss Mary C. Mellyn, Arthur L. Gould, William B. Snow and Michael J. Downey, the six assistant superintendents, and Alexander M. Sullivan, business manager. None of the board members would comment last night.

In his communication to the legislative committee Goodwin enclosed a copy of a letter he forwarded a fortnight ago to Mayor Curley explaining the finance commission's position on the situation and giving the reasons for its fears that hundreds of thousands of dollars have been wasted.

Several definite illustrations of the alleged inefficiency charged up to the board of apportionment, called the "most glaring of many instances that might be shown," are contained in the letter to Mayor Curley. They follow:

1—In one district the purchase of land and the making of plans for a 20-room intermediate school were authorized by an original appropriation of $39,754.43. Within a period of four years this amount was changed by seven different orders, until the appropriation rose to approximately $570,000. Land was purchased, an architect was retained and drew plans which were approved by the superintendent of schools; bids were advertised for and received, and other miscellaneous expenses incurred until a total of $91,356.78 was paid out of the city treasury. Then it was decided by the school committee on the recommendation of the board of apportionment to abandon the project, and the remaining credit was transferred to other items.

"LACK OF PROPER CARE"

2—In another district an appropriation was made and a school erected as an intermediate school of 16 rooms. When completed, at a cost of approximately $350,000, it was and still is used as an elementary school.

3—The construction of an intermediate school in another district was "indefinitely postponed" after $219,000 had been spent.

Mr. Goodwin added:

"An examination of the record by capable investigators will reveal to your honor many similar evidences of the lack of proper care and study by the board of apportionment in its recommendants.

"Abolishing the old schoolhouse commission did not provide a remedy for this part of the responsibility."

In his letter to Mayor Curley Mr. Goodwin also said:

During the past few years considerable publicity has been given to excessive costs in Boston schoolhouse construction and the failure to provide sufficient and the satisfactory accommodation for the pupils. A careful perusal of the information furnished to the public by public boards and private organizations reveals an evident attempt to place the blame for these conditions entirely on the schoolhouse commission. The schoolhouse commission itself has attempted to show that blame should be placed in large part elsewhere. In justice to that commission and particularly to the taxpayers, the commission feels it is time the whole story should be told.

BLAMES THE BOARD

The finance commission does not intend to attempt now to produce any defence for the old schoolhouse organization. It believes that the new organization structurally is better suited to carry on the work of school repair and construction than the old. The commission believes, however, after examination of all the facts on the record, that the board of apportionment within the school committee is responsible, in large part, for waste and inefficiency in schoolhouse construction costs.

The commission does not intend that this statement shall be taken as a reflection on the school committee itself. That body quite properly has chosen officials who are supposed to be expert in determining school needs and necessarily has accepted the judgment of these officials. An examination of the records, however, cannot do otherwise than impress that these officials have induced the committee to make authorizations without sufficient study and consequent knowledge of the needs; and as a result the city has wasted hundreds of thousands of dollars at least.

The reorganization of the schoolhouse commission will go far to save the taxpayers' money, but the situation within the school committee remains the same and something should be done to remedy it. This is particularly so in view of the proposed program calling for tremendous sums of money for schoolhouse purposes now before you for consideration.

It is the commission's opinion that, if something is not done before these proposed sums are expended, extravagance and waste will continue, resulting in the loss of hundreds of thousands of dollars to the citizens.

SENATOR OSBORNE

Senator Frank W. Osborne of Lynn, chairman of the legislative committee on municipal finance, said last night:

I have been informed of the Goodwin communication and have

TRANSCRIPT 3/14/30

School Board to Investigate Goodwin Charge

Will Determine If City's Money Has Been Wasted on Construction

At a special meeting of the Boston school committee last night a vote was taken for an investigation of the charges made by Frank A. Goodwin, chairman of the Finance Commission, that money has been wasted in schoolhouse construction and that similar results may happen again unless measures are taken to prevent them. Mr. Goodwin asked the legislative Committee on Municipal Finance to hold up final consideration of the $15,000,000 school construction bill which is supported at this week's hearing.

The Goodwin charges were made in detail to Mayor Curley, to the effect that the former Boston Schoolhouse Commission was by no means the sole cause of the waste of thousands of dollars, but that a considerable part of the blame must rest on the Board of Apportionment, Mr. Goodwin told the mayor:

Placing the Blame

"The Finance Commission does not intend to attempt now to produce any defense for the old schoolhouse organization. It believes that the new organization structurally is better suited to carry on the work of school repair and construction than the old.

"The commission believes, however, after examination of all the facts on the record, that the Board of Apportionment within the School Committee is responsible, in large part, for waste and inefficiency in schoolhouse construction costs.

"As illustrations of this careless commitment of the city by the Board of Apportionment, the Finance Commission cites these three as the most glaring of many instances that might be shown.

"1.—In one district the purchase of land and the making of plans for a twenty-room intermediate school were authorized by an original appropriation of $39,754.43. Within a period of four years this amount was changed by seven different orders, until the appropriation rose to approximately $570,000. Land was purchased, an architect was retained and drew plans which were approved by the superintendent of schools; bids were advertised for and received, and other miscellaneous expenses incurred until a total of $91,356.78 was paid out of the city treasury. Then it was decided by the School Committee on the recommendation of the Board of Apportionment to abandon the project, and the remaining credit was transferred to other items.

"2. In another district an appropriation was made and a school erected as an intermediate school of sixteen rooms. When completed at a cost of approximately $350,000 it was, and still is, used as an elementary school.

"3. The construction of an intermediate school in another district was 'indefinitely postponed' after $219,000 had been spent.

"An examination of the record by capable investigators will reveal to Your Honor many similar evidences of the lack of proper care and study by the Board of Apportionment in its recommendations.

"Abolishing the old Schoolhouse Commission did not provide a remedy for this part of the responsibility."

School Board Acts

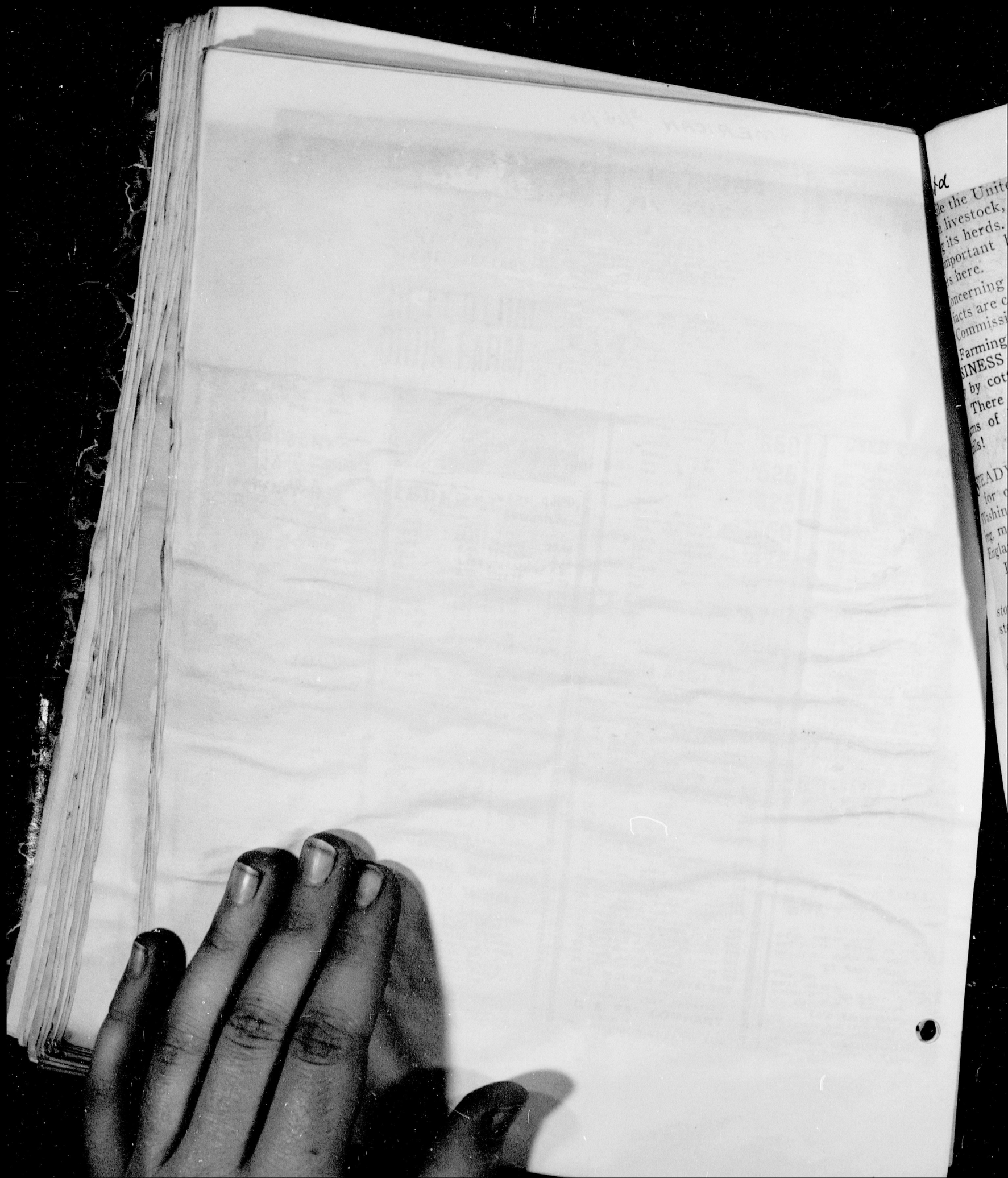
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"The committee is unanimous that the charges against the board of apportionment above mentioned are of sufficient gravity to warrant action by the school committee if the same are found to be true. As the matters therein contained deal with transactions going back over a period of years during which the present school committee and its members were not in office, the school committee at this time is unable to pass upon the merits of the case. The committee feels that it should inform itself at the earliest opportunity whether these charges are true.

"The committee therefore has voted unanimously to investigate these charges and to request any person or body having knowledge of the matters contained in said letter to present to the school committee by private communication or at public hearing all that they know thereof. Upon receipt of all pertinent information on these charges the school committee will decide whether the charges are sustained, and, if so, what action should be taken by the school committee in the premises.

"The school committtee feels that if the finance commission desires that that body rather than the school committee should conduct the investigation, it should do so, and the school committee will gladly co-operate in the investigation and will take whatever action it deems desirable upon receipt of the findings of the finance commission."



AMERICAN 3/14/30

he United States as a whole has been
estock, New England has been in-
s herds. Five of the cattle industry's
ortant breed associations have head-
here.

ncerning agriculture in our own State,
acts are contributed by Dr. Arthur W. Gil-
Commissioner of Agriculture:

**Farming is the SECOND LARGEST
SINESS IN MASSACHUSETTS, topped
by cotton textiles.**

**There are more people employed on the
ms of Massachusetts than in the woolen
ls!**

EADY employment of 1000 New Englanders
for one year is promised by a report from
Washington that Boston's new Post Office Build-
ng, most important Federal structure in New
England, is to be of all-granite construction.

It will be 21 stories high and cost $6,750,000.
Original proposal was to face the lower three
stories with granite, the remainder with lime-
stone!

The Boston American was first to call for
concerted action by all New England to the end
that Congress might amend this plan of the ex-
perts and give consideration to our native granite
and the men of the granite industry.

The Bay State delegation in Washington
rallied to the cause with unanimity. There has
seldom been a better exhibition of team work.
The necessary amendment to the Deficiency Ap-
propriation bill bears the names of Senator Walsh
and Representative Wigglesworth. The amended
bill MAY meet with obstacles in the House, but
its present position is one of high hopefulness.

IF these side-lights on the situation are not
enough, consider the continued confidence in
New England displayed by Sears, Roebuck &
Company, who this week awarded to a Boston
construction company contracts for additions to
their mail order store at Aubudon Road and
Brookline Avenue.

The additions in question will consist of
seven stories 220x120, and four stories 223 by
122 feet. Work will begin immediately. Prem-
ises will be ready for occupancy on August 1st.

GREAT public works about to be inaugurated
through the initiative of Governor Allen and
Mayor Curley—in co-operation with the Presi-
dent of the United States—and in the neighbor-
ing commonwealths by Governors Gardiner,
Tobey, Weeks, Case and Trumbull, can be de-
pended upon to take up a considerable part of
our unemployment slack, which so far as New
England is concerned is spotty rather than gen-
eral.

President Hoover has stated HIS belief that
conditions, of trade and employment, will be nor-
mal in another six months.

If the President errs, it is on the side of con-
servatism.

In our opinion, the clouds are lifting already.
Sunshine is indicated.

Share it with us, as its warm rays appear
daily on Page 1 in "Good News of Good Times!"

AMERICAN 3/14/30

News Reports Herald Early Return of Prosperity!

LEADERS of The Boston American will have noted the appearance on our first page of a "box" calling special attention to such items in the news of the day as herald the return of prosperity.

These reports, piling one on top of another as the week has advanced, seem to say that the temporary recession in business is nearing its end—and to say so as plainly as the First Robin says Spring will be along in a day or two.

As is right and proper, our "Good News of Good Times" is general in character and covers the country as a whole. Today, on this page, we wish to speak of New England, calling attention to certain reasons why, of all sections, this should be the MOST sanguine.

IN the first place, this is the year we celebrate the 300th anniversary of the Massachusetts Bay Colony and the establishment of Boston.

Observances in scores of towns will bring hundreds of thousands—some say millions—of tourists. A great number of these strangers will also visit Maine, New Hampshire, Vermont and Rhode Island. Their coming will boost the business of the railroads, steamship lines, hotels, department stores and places of amusement.

The Tercentenary celebration, beginning in June and continuing until October, will be followed by the National Convention of the American Legion; and that by the convention of the American Federation of Labor.

An increase of such volume in the number of our Summer business, together with the extension of the season far beyond Labor Day, will call for larger staffs of employes at shore, mountain and lake resorts. Unless ALL signs fail, the year 1930 will be long remembered as one of the most profitable in the history of Vacation Land.

A DISPATCH from Washington reports that our fishing ports—Boston, Gloucester, Portland—have completed THEIR best year.

New England fishermen brought to these ports 327,096,327 pounds of fish, valued at $13,051,704!

The figures represent an increase of 18 per cent in volume, and 20 per cent in value, over the landings of 1928.

That year was better than 1927, as 1927 was better than 1926.

ONE HUNDRED AND THIRTY THOUSAND NEW ENGLAND FISHERMEN AND THEIR FAMILIES HAVE EVERY REASON TO EXPECT THAT 1930 WILL SHOW FURTHER GROWTH, LARGER EARNINGS.

UNTIL one of the editors of the New England Homestead called attention to the fact, a day or two ago, who would have said that New England leads the country in farm ownership?

Mr. James Watson had other encouraging things to tell, among them these:

Of the farmers of **NEW ENGLAND, 92** per cent OWN their farms.

New England ranks FIRST in the production of POTATOES.

In DAIRY products, too, New England stands FIRST.



GLOBE 3/14/30

WILL INVESTIGATE GOODWIN CHARGES

School Committee Decides on Building Cost Inquiry

To Find If Board of Apportionment in Past Wasted City's Money

The Boston School Committee held a special meeting last evening following a statement made in two letters sent by Frank A. Goodwin, chairman of the Boston Finance Commission, one to the Legislature and the other to Mayor Curley. In the letters Chairman Goodwin charges a wilful waste of school money, hundreds of thousands at least, in the department of school building. He also states that the blame does not lie wholly with the Schoolhouse Commission, nor can the School Committee be blamed, but that the Board of Apportionment is involved in the waste.

Goodwin's criticism comes in the wake of plans made by the School Committee and Mayor Curley for an appropriation of $15,000,000 for a three-year schoolhouse building program, which has been sent to the Legislature for a bond issue.

Reilly Indorses Burke

The School Committee held a long conference after a brief open session in the meeting, at which the only business transacted was to transfer $3500 from the appropriation for the Abraham Lincoln School to the Bowditch School for building and furnishing a school yard, without waiting for the necessary appropriation.

William A. Reilly, a member, voiced his indorsement of Supt Jeremiah Burke and the schoolhouse construction department. He said he himself was the prime mover in calling the special meeting to hurry the school yard so that the children could enjoy it before next September, and that the quick action showed that perfect harmony existed between the School Committee, the superintendent and the Board of School Commissioners.

Questioned as to whether or not he meant Supt Burke or Supt Rourke, Mr Reilly replied he meant both, that perfect harmony existed through the group.

Prior to Present Committee

After the committee's executive session the following statement was issued:

"The School Committee of the city of Boston, having learned of the charges against the Board of Apportionment contained in the letter of Feb 28 from the chairman of the Finance Commission to the Mayor of the city of Boston, has given serious consideration to the matter therein contained.

"The committee is unanimous that the charges against the Board of Apportionment above mentioned are of sufficient gravity to warrant action by the School Committee if the same are found to be true. As the matters therein contained deal with transactions going back over a period of years during which the present School Committee and its members were not in office, the School Committee at this time is unable to pass upon the merits of the case. The committee feels that it should inform itself at the earliest opportunity whether these charges are true.

Calls on Any With Knowledge

"The committee therefore has voted unanimously to investigate these charges and to request any person or body having knowledge of the matters contained in said letter to present to the School Committee by private communication or at public hearing all that they know thereof.

"Upon receipt of all pertinent information on these charges, the School Committee will decide whether the charges are sustained, and if so what action should be taken by the School Committee in the premises.

"The School Committee feels that if the Finance Commission desires that that body rather than the School Committee should conduct the investigation, it should do so, and the School Committee will gladly ccoperate in the investigation and will take whatever action it deems desirable upon receipt of the findings of the Finance Commission."

Downey Welcomes Inquiry

The Board of Apportionment consists of Supt Jeremiah Burke and the members of the Board of Superintendents. Questioned in regard to Chairman Goodwin's statements, Supt Burke refused to make any comment. John C. Brodhead refused to comment. Miss Mary Mellyn and Arthur L. Gould could not be reached.

William B. Snow had not read the attack, but he stated that the superintendents were officers of the School Committee, and the statement should come from that body. He added that Frank Goodwin said many things and that sometimes he was helpful, saying effective things, and sometimes the contrary.

Patrick G. Campbell as an incoming member of the board could say little, as the charges related to the time prior to his taking office.

Michael J. Downey said: "The sooner an investigation is made the better, as delays mean the holding up or delay in appropriations and in necessary school construction. I know that the Board of Apportionment will gladly welcome a thorough investigation on the part of the Finance Committee."

POST 3/14/30

HOME RULE BILL GIVEN APPROVAL

Repeals Civil Service Sanction of Appointments

Repeal of the provision of the Boston City Charter under which the State Civil Service Commission is empowered to approve appointments made by the Mayor of Boston was recommended in a bill reported yesterday by the legislative committee on civil service.

NO REFERENDUM

The bill is one of the shortest, declaring simply that those provisions of the city charter are repealed, and no provision is made for any other form of confirmation of appointments by the Mayor. Nor is there any call for a referendum to Boston voters, as is usually inserted in charter amendment bills.

The recent activities of the State Civil Service Commission in connection with appointments by Mayor Curley, notably the refusal to confirm appointment of Joseph A. Conry as traffic commissioner, and delays in passing upon other Curley appointments unquestionably had much to do with bringing out a favorable report on the bill.

The report of the civil service committee was unanimous. The bill was read into the House calendar yesterday and will be up for consideration today, although if there is real opposition, as is expected, it will probably be put over to next week for debate and action by the lower branch.

Repeal of the provision under which the State board passed upon appointments by the Mayor has been advocated almost ever since the adoption of the charter in 1909. In recent years the sentiment for repeal of the provision has been steadily increasing.

Held Up for Nichols

During the legislative session of 1929, the civil service committee was about ready to report a bill along the same lines, but it was whispered around the State House that then Mayor Nichols was not strongly in favor of the proposition. There has been a question each year of late as to whether any Mayor really objected to this provision, for the reason that many have believed that it gave the Mayor a way out on appointments which he might have had to make as a result of campaign promises, but which he might not care to make after election.

The special commission which studied civil service matters during the past summer did not have the question directly before it, but Representative Francis J. Hickey of Boston, in a minority report, recommended that approval of the appointments by the Civil Service Commission be eliminated.

There is considerable question as to the fate of the bill in the legislative branches. It is expected that the "Charter Guards," or what may be left of that once active organization, will exert whatever influence it still possesses toward defeat of the bill in House and Senate, but the unanimous report of the committee in its favor will give the repeal bill a substantial boost.

Post 3/14/30

PROBE OF SCHOOLS ORDERED

Committee Acts Following Charges by Goodwin

BY WILTON VAUGH

Sweeping investigation of the school system was ordered last night at a special meeting of the school committee, following charges by Chairman Frank A. Goodwin of the Finance Commission that high school officials were largely to blame for the waste of hundreds of thousands of dollars in school construction costs.

ASKS LOAN HOLDUP

Chairman Goodwin appealed to the legislative committee on municipal finance to hold up approval of the proposed $15,000,000 loan for school buildings, pending the completion of the investigation which will be started without delay.

Whether the probe will be conducted eventually by the Finance Commission or the school committee itself will be determined probably today, following a conference of representatives of the two municipal boards.

While not defending the old schoolhouse department which was abolished by referendum in the last election, Chairman Goodwin stated that the action of the voters did not provide a remedy for the extravagance of the school department. He claimed that part of the blame rested in the laps of the school board of apportionment, which was responsible for the recommendations made to the school committee and the old Schoolhouse Commission.

Silent on Charges

The board of apportionment, comprising Superintendent of Schools Jeremiah E. Burke, Business Manager Alexander M. Sullivan, and Assistant Superintendents John C. Brodhead, Michael J. Downey, Arthur L. Gould, William B. Snow, Patrick T. Campbell and Miss Mary C. Mellyn, declined last night to comment on the Goodwin charges.

Goodwin declared that the Finance Commission believed that the board of apportionment was responsible in large part for the waste and inefficiency in school construction costs, claiming that the superintendent and his assistants had induced past school committees to make authorizations for expenditures "without sufficient study of the needs," resulting in the waste of "hundreds of thousands of dollars at least."

He contended that it was no reflection on the school committee, for the committee chose officials who were supposed to be experts and necessarily had to depend on them for advice.

The Mayor stated that he favored an investigation that would bring the school system back to the "three Rs," do away with extravagant machinery and workshops, abolish the so-called fads and fancies introduced under the old system and provide for the major accommodations that may be necessary in the opinion of the school authorities.

BIG AUCTION IS PLANNED BY THE CITY

Abandoned Schools and Sites Worth $300,000

City Auctioneer Edward W. Foye was directed yesterday to sell at public auction at an upset price of $300,000 abandoned schoolhouses and school sites in various sections of the city, so that the money may be used for school purposes and the property made taxable through private ownership.

ONE AT $175,000

The largest property for sale is the old Horace Mann School at Newbury street, Back Bay, with an area of 8400 square feet of land, the upset price being $175,000 for both land and building.

A price of $35,000 has been set on the vacant lot at Union street, Brighton, comprising 67,280 square feet of land, while the city is asking $20,000 for 26,000 square feet of land at Brainard road, Brighton, neither of which has been built on.

For the old Pierpont School on Hudson street, South End, with 4200 feet of land, a price of $10,000 has been set, and for the Way-street School with over 2500 feet of land at Way street, South End, $4500 is asked.

Superintendent Rourke recently had the old Parkman School at Silver street, South Boston, torn down as a menace to public safety, and the site, comprising over 5300 feet of land, has been put up for sale at $2500.

The Walnut-street School with 22,700 feet of land at Walnut street, Neponset, has been placed on the sale list at $9000; and 30,758 feet of land at Rosewood and Rockdale streets, Mattapan, will go on the auction block for $15,000.

The Old Miles Standish School site at Roxbury and King streets, Roxbury, comprising 14,100 feet of land, is listed for $7000; the Smith-street site with an area of 7000 feet at Smith street, Roxbury, is marked at $2000, and the Centerbury-street School, Jamaica Plain, with 20,120 feet of land, is up for $4000.

MAYOR TRIES TO END STRIKE

Acts as Mediator in Garment Trade Trouble

Assuming the role of mediator in an effort to end the garment workers' strike, Mayor Curley yesterday held a conference with the employers and the employees, at City Hall, and organized plans for a speedy settlement of the labor trouble.

After the Mayor had told the conference that Boston needed a "strikeless city" in order to retain its present industries and attract new ones, and appealed to the representatives to do everything in their power to reach an immediate agreement, they consented to hold conferences today and tomorrow.

Today at the Hotel Statler, the union officials will meet the dress manufacturers at noon, and at 5 o'clock they will confer with the cloak and suit manufacturers, leaving the meeting with the Wholesale Garment Association for tomorrow morning.

Present at the Mayor's conference yesterday were Attorney Joseph Beatrak, representing several unions; J. I. Colpak, president of the Associated Dress Manufacturing Association; President Louis Schult of the New England Cloak and Suit Manufacturers' Association; International Secretary-Treasurer David Dubinsky; Joseph Reiner, president of the New England Wholesale Garment Association; Secretaries Samuel Vernon and Seymour Raiwitz, J. H. Rudy, Jerome Franck, Louis Windheim and Max Amdur.

The Mayor warned that irreparable damage might be sustained by the garment industry here unless the labor difficulties were adjusted without delay. He recalled the loss of employment by the cigar makers resulting from their strike here a few years ago, and pointed to its adverse effect upon the city through the loss of industry.

THE PROPER THING

The legislative committee on Civil Service yesterday reported a bill repealing the present law under which appointments made by the Mayor of Boston must be approved by the Civil Service Commission. This is a direct move for home rule for this city and it is right and proper in every respect.

Why Boston should be singled out for review of mayoral appointments by this commission has long been a mystery. It adds nothing to the quality of such appointments; indeed it lessens it, since many high class men decline to let themselves run the gauntlet of the commission which can reject appointees at pleasure without telling why.

There is no question but the commission's rejection of ex-Congressman Joseph A. Conry to be traffic commissioner of the city of Boston has given this legislation the impetus of a favorable report. We trust that it will be made into law.

AMERICAN 3/14/30

Presents Sketch to Titled Visitor



Lady Flower Mayor Curley Mayor Curley Sir Archibald Flower

Mayor Curley presented this etching of the Old State House to Lady Flower when she called at City Hall with her husband, Sir Archibald Flower, mayor of Stratford-on-Avon, birthplace of William Shakespeare. Lady Flower informed Boston's mayor she was of Irish parentage. She and Sir Archibald are guests of friends while visiting in Boston. (Staff photo.)

TRANSCRIPT 3/14/30

McElaney Is Named to Board of Appeal

Mayor Curley today appointed James A. McElaney of 53 Greaton road, West Roxbury as member of the Board of Appeal. Mr. McElaney held a similar position under Mayor Curley's last administration.

HERALD 3/15/30

'Injured Feelings' Menace Mayor's Street Construction Program

Mayor Curley's street construction program, for which he has asked legislative sanction to borrow $10,000,000, is in serious jeopardy because of resentment among some members of the committee on municipal finance of a remark attributed to Corporation Counsel Samuel Silverman which has been construed as a reflection upon their importance.

Members of the municipal finance committee charge that Corporation Counsel Silverman, in discussing in a State House elevator, the apparent attitude of the committee members, who failed to give any outward display enthusiasm about the $10,000,000 bond proposition, remarked: "We'll entertain five or six of the heavy fellows at the Parker House and let the rest go."

A member of the committee claims to have heard the remark and it was quickly reported to his colleagues. None of the so-called "heavy" members has yet been the guest of the city.

Mr. Silverman has expressed himself as being much amazed by the situation. He has told friends that he did not make the remark attributed to him and that he feels there has either been a misunderstanding or that his attitude has been deliberately misrepresented to the committee for the purpose of delay-

HERALD 3/15/30

PLANS $5,000,000 HEALTH FOUNDATION

Mayor Hopes to Provide for Maintenance of Units

A foundation for the maintenance and perpetuity of the George Robert White Health Fund units was started yesterday by Mayor Curley.

The nucleus of the foundation, a gift of $40,000 to the city made by the late George O. Hovey of Gloucester, will, if the plans and ambition of Mayor Curley mature, be swelled to a necessary fund of $5,000,000 before he completes his present term of office.

Such a foundation will guarantee permanently the maintenance of 10 health units, requiring annual financial support of $250,000.

In conference with Judge William M. Prest of the Suffolk probate court and John T. Morse, Jr., of Needham, named as a trustee of the Hovey will, Mayor Curley impressed on them the desirability of making the bequest of $40,000 the start of a vitally needed foundation for the support of the health units.

In his will Mr. Hovey specified that the money should be used "for such benevolent, charitable and generally public charitable institution in said city of Boston, as the trustees, the mayor and Judge Prest prescribed.

The inestimable value of the health units to the city was stressed by Mayor Curley, who explained that under the provisions of the George Robert White fund the income can be used only for capital outlay and not for maintenance charges and he visualized what might result if a municipal administration should decree that the value of the health units is not worth an annual cost to the city of $250,000.

The mayor's arguments led Judge Prest and Mr. Morse to agree to start a foundation for the perpetuity of the health units.

1031 WORKED IN CITY WOOD YARD IN FEBRUARY

The city wood yard, haven of Boston's unemployed, gave work to 1031 during the month of February in comparison with 456 in February in 1929. Those statistics from the barometer used by the city welfare department in ascertaining conditions relating to relief work were given to the Massachusetts industrial commission by Nathan A. Heller, Mayor Curley's representative, yesterday at a hearing on the unemployment situation.

Mr. Heller was one of a dozen speakers who appeared to discuss the problem with the commission. Representative Thomas Smith, Jr., of Fall River urged the commission to use its influence in bringing new industries into Massachusetts as the best solution.

Representative Edward J. Kelley and Joseph W. Leyden of Worcester agreed that Massachusetts industry is being injured by the policy of the state in permitting prison labor to compete with other workers. Alexander Sullivan of East Boston and F. J. Kiernan of Boston were critical of the Elevated for its alleged buying of supplies outside the state.

AMERICAN 3/14/30

Approves Counsel in Port Rate Fight

Mayor James M. Curley today aproved the action of the Board of Port authorities in engaging Johnston Campbell as special counsel to act with corporation counsel in the fight for removal of the port differentials.

GLOBE 3/14/30 PM

WEST ROXBURY MAN ON APPEAL BOARD

Mayor Curley Appoints James A. McElaney

The appointment of James A. McElaney of 53 Greaton road, West Roxbury, to be a member of the Board of Appeal was announced today by Mayor Curley. Mr McElaney held the position during Mayor Curley's last administration.

NEW HAVEN TO AID IN CURLEY PROGRAM

John J. Pelley, president of the New York, New Haven & Hartford Railroad, visited Mayor Curley at City Hall this morning, and told the Mayor that all resources of the New Haven Road would be back of the program of the commercial, industrial and publicity campaign for Boston.

EX-I. C. C. MEMBER TO AID FIGHT ON DIFFERENTIALS

At a conference held yesterday at the office of Mayor Curley approval was given to the recommendation of the Board of Port Authority for the engaging of Johnston Campbell, former member of the Interstate Commerce Commission, as special counsel to act with the corporation counsel, Samuel Silverman, to direct the fight for the removal of the port differentials.

The expenditure in connection with this work will be borne by the city of Boston and Mayor Curley shall provide such appropriations as may be necessary to be expended under the direction of the Board of Port Authority.

AMERICAN 3/14/30

Mullen to Speak at "Irish Night"

The Ward 8 Tammany Club will hold its 29th annual Irish night Monday evening, March 17, at Vine st. municipal building, Roxbury. Daniel J. Gillen, president of the organization, assisted by several committees, has arranged an elaborate program, and the chief speaker will be Thomas J. Mullen, recently appointed representative on the industrial board of the Chamber of Commerce by Mayor Curley. The mayor has been invited to attend.

TRAVELER 3/14/30

MAYOR CURLEY WILL BE GUEST

Mayor James M. Curley is to be a guest at the meeting of the Boston City Federationof Women's Clubs, Friday, March 21, in the auditorium of the Y. W. C. A., 140 Clarendon street. He will speak on "Civic Betterment." Harris A. Reynolds, secretary Mass. Forestry Association and W. P. Long, superintendent of the Boston park department will speak also.

PR

G2013E 3/15/30

PROPOSE SECURING OF NEW INDUSTRIES

Speakers Urge Measures to Give Employment

Wide Variety of Suggestions Heard by State Industrial Commission

A hearing held at the State House yesterday afternoon by the Massachusetts Industrial Commission to inquire into conditions surrounding the textile industry became a discussion of the unemployment situation in general.

Gen E. Leroy Sweetser, Commissioner of Labor and Industries and a member of the commission, presided. He pointed out that the commission recognized the present conditions and would like advice and suggestions tending toward a solution, particularly with reference to textiles.

Representative Thomas Smith of Fall River said that he felt one solution regarding the textile industry would be to attract to the State new industries which are part of the textile trade. Companies forming in New York and New Jersey to manufacture goods having to do with the textile trade should be informed of the plants now unused that are available in Fall River and other places.

Would Force Industries to Aid

Representative James J. Twohig of South Boston said he had never known so much unemployment. He would have the Governor call in the heads of the great industries and ask them to put to work several men in each department. He felt that the industries which are enjoying great prosperity should be compelled to help in the relief measures.

Representative Edward J. Kelley of Worcester said the State had bought cotton from North Carolina mills for two years. Such a practice by the State should be prohibited, he said. Another condition that should be corrected, said Mr Kelley, was the sale of prison-made goods. He declared the chair industry of Gardner had been "ruined" by competition with prison labor. In his opinion all prison-made goods should be so stamped, as a bill now before the Legislature would provide.

Boston Elevated Attacked

Alexander Sullivan of East Boston assailed the Boston Elevated for laying off a large number of men. He said that if Gov Allen wished to correct the unemployment situation he would have the Elevated "put back the 1500 men it has laid off since Christmas."

Wendell P. Thore advised establishment of a system of old-age pensions and a fund for unemployment insurance.

Representative Michael H. Jordan of Lawrence suggested the commission call in presidents and treasurers of textile mills. "The State should buy cotton from the lowest bidder in Massachusetts," said Mr Jordan.

Representative Anthony A. McVulty of Boston said Massachusetts should offer inducements to outside manufacturers to locate in this State.

Roy Stevens said the situation could not be solved as long as industries are run at a profit. He urged a system of social insurance supported by a tax on industry.

Representative Joseph W. Leyden of Worcester advocated stamping prison-made goods in Massachusetts and excluding goods made in prisons of other States.

Heller Gives Boston Figures

Nathan A. Heller, chairman of the Boston Overseers of Public Welfare, representing Mayor Curley, gave figures to show the increase in cases of poor relief which the overseers administered. Larger numbers of requests for employment were being made than ever. Those who sought work in the city woodyard had increased 100 per cent in two years. Mr Heller said it was becoming increasingly difficult for women to find employment. One of the principal causes is the age of the applicant.

James T. Egan, former member of the Boston Election Commission, assailed the City Government of Boston for failure to build the proposed East Boston vehicular tunnel. He criticised Mayor Curley's program for spending "$30,000,000 to $50,000,000 for street construction."

Mrs Lillian C. Dixon, representing the People's Protective League, and Mrs Carrie F. Sheehan of the United Citizens' League told of the distress among unemployed women of older years.

F. J. Kiernan of Boston complained that the Boston Elevated purchased supplies outside of Boston.

Whitfield Tuck urged prompt action by the commission to which he pledged his support.

A bill by which the Mayor of Boston will have the right to appoint his officials without submitting his nominees to the scrutiny of the Civil Service Commission has been favorably reported by the Civil Service Committee of the Legislature. This is unlikely to make it easier for the Mayor to fill the jobs.

GARMENT WORKERS WIN 40-HOUR WEEK

General Strike Expected to End Today

About 3000 Likely to Return to Machines Monday

The end of the general strike of members of the International Ladies Garment Workers' Union, which started in this city last Thursday morning, affecting 4000 men and women, appeared in sight yesterday afternoon, when it was announced that a settlement had been agreed to by employers of more than 1500 of the strikers.

The agreement was reached at a conference of the union committee and representatives of the Associated Dress Manufacturers of Boston, held at the Hotel Statler at the suggestion of Mayor Curley, who during a meeting Thursday afternoon, attempted to find a basis for bringing peace in the industry.

The workers will be granted a five-day working week of 40 hours, increased wages, and establishment of an employment insurance fund, both of the latter to be brought up for adoption at the end of the first year of a two-year contract. These questions will be placed before the impartial board of adjustment, which will be created for the purpose of acting on trade grievances.

The settlement depends on ratification by a mass meeting today at Paine Memorial Hall, but union leaders last night had no doubt as to the result of the vote.

More than 300 employes of the organized cloak manufacturers will also be given a chance to ratify a settlement agreement with their employers. The union committee will try and bring about an agreement, at a conference to be held at the Statler with the representatives of the Dress Contractors' Association, which will allow 1500 workers in this branch of the industry a chance to ratify the settlement today.

Union leaders last night expressed the hope of being able to send more than 3000 back to their machines Monday morning.

The past two days have been the quietest known in this city for a strike of this magnitude. The pickets for this union each wore a small American flag and they had been warned to conduct themselves in an orderly manner.

Only two arrests were made, one being a union man, the other one of the leaders in the Communist strike demonstration of the past three weeks.

The arrests came yesterday morning at Harrison av, and Bennett st, when the workers in a nonunion shop joined the strikers' ranks and started for the hall on Appleton st. The strikers charge that attempts were made by "Reds" to enter the shop to take the jobs vacated.

Late last night Mayor Curley was notified of the success of his peace suggestions, as far as the dress and cloak branches of the trade were concerned, and at his invitation the representatives of the union and the employers will meet at his office at 11 o'clock this morning, if the agreements are ratified, and sign the new contracts.



Post 3/15/30

HOLD HEARING ON UNEMPLOYMENT

Massachusetts Industrial Commissioners Hear Many Proposals for Relief of Situation



AT INDUSTRIAL COMMISSION HEARING
Hearing yesterday on unemployment, at the State House, with Major-General E. LeRoy Sweetser, chairman, on left, Paul E. Fitzpatrick, centre, and Thomas J. O'Hare, to seek remedies for idleness in industry.

The Massachusetts Industrial Commission, at its first public hearing at the State House yesterday on ways and means to relieve unemployment, intimated it is seriously considering recommendation that some of the burden of taxation be lifted from industry in this State, to enable it to compete with industry elsewhere throughout the country.

NEW INDUSTRIES, TOO

Recommendation for an easing of the taxes from industry also might serve to bring new industries to this Commonwealth, if it could be shown that under a lightened taxation they could successfully establish here in competition with the rest of the United States, it was suggested.

Representative Thomas Smith, Jr., of Fall River, advocating the advertising of textile and shoe manufacturing plants with their available supply of skilled labor, which have been abandoned, to bring new and varied industries into the State, brought the major attention at yesterday's hearing.

He also urged recommendation of federal legislation to equalize and unify hours of labor and working conditions and restrictions, by which Massachusetts could successfully meet her fellow States on an equal footing.

Representatives Edward J. Kelley and Joseph W. Leyden of Worcester scored prison labor in its competition with outside free labor, declaring prison labor was responsible for a measure of unemployment in Massachusetts in the field of manufactured products.

Representative James J. Twohig of South Boston, urging that industry share the burden of unemployment with the public, asked that industrial leaders be called into conference and be called upon to put on two extra men in each of the departments of their business, until the stress unemployment period is over.

James F. Egan, former Boston election commissioner, declared it is about time for "city and State officials to stop their bluffing" on unemployment. "This is all a bluff," he said. "The Mayor of Boston is bluffing. Why didn't he come here today and offer a remedy? Because he is bluffing."

Martin T. Joyce, secretary-treasurer and legislative agent of the State branch of the American Federation of Labor, asserted that there could be no unemployment aid expected from the Legislature. Speaking on prison labor, he pointed to the use of convicts in building the new State prison at Norfolk.

Nathan A. Heller, chairman of the Boston overseers of public welfare, representing Mayor Curley, said that the number of unemployed women over 40 years of age is increasing alarmingly. One reason for this is probably the greater efficiency of the younger worker, he said.

Would Tax Industry

Mrs. Lillian C. Dixon, representing the People's Protective League, said there seemed to be no place at all for the woman of more than 40 to work, adding that she understood, though she was not sure, that industrial insurance had much to do with this condition, because of the lower rate for insurance on the younger worker.

Ray Stephens, organizer for the New England district of the Communist party of America, called for emergency relief, social insurance through a tax on industry, State maintenance of all children under 15 years of age, old age pensions, abolition of the vagrancy laws, abolition of child labor, and establishment of the working week of five days of seven hours each.

Wendell Phillips Thore of Squantum urged passage of his bill for insurance against unemployment, old age pensions, and restriction of immigration for five years.

The hearing was adjourned, to be resumed in various other places throughout the State.

MAYOR GETS STRIKE ENDED

Will Witness Signing of Garment Agreement

Mayor Curley will this morning witness the successful outcome of his efforts as a mediator. The general strike ordered by the International Ladies' Garment Workers Union, A. F. of L., was practically broken yesterday through agreements between representatives of the international and those of the Associated Dress Manufacturers Association, and organized cloak manufacturers. At 11 o'clock representatives of these groups will gather in the office of the mayor and in his presence sign agreements that will send back to their machines and benches Monday morning more than 1500 men and women.

Should a conference scheduled for this morning between the international officials and representatives of dress contractors be successfully concluded in time, the latter representatives will also be a part in the programme at City Hall, and will increase the number returning to work on Monday up to approximately 2500.

HERALD 3/15/30

Cont'd

ever been directed against the business manager who, under the statutes, is the final approving authority for the school committee on expenditures under their control. The school committee or the finance commission has never received criticism from any source with regard to the tremendous expenditures of public funds through the office of the business manager which during the last few years totalled $60,000,000. The reason that there has been no criticism from any responsible source is that I have done all in my power with whatever abilities I may have to serve the city in my official capacity honestly and efficiently and have reduced expenditures under my control to the extent of $200,000 per year by transacting public business in the manner in which it should be transacted.

PROPERTY TAKING

The only property taking that I actively interested myself in was that of the supply room on Brookline avenue. This serviceable supply room was purchased at the modest cost of $165,000, or about 14 per cent. in excess of the assessed valuation. The chief storekeeper, Mr. Fred L. Wetherbee, discovered the building and called it to the attention of the business manager. The business manager with his engineer looked it over and decided it was just the building that was needed in order to serve the schools properly. I asked for a price on the building without at first disclosing my identity and then proceeded by constant effort to see that the price was not increased. The purchase price, as stated, was $165,000. At the time that this property on Brookline avenue was under consideration for a school supply room, cheap politicians and grafters were doing all in their power to foist an old brewery on Heath street on the city as a school supply room.

With regard to the operations of the old schoolhouse commission—I must say that the greatest condemnation that has been heaped on that commission up to date has been issued by the present superintendent of construction, Mr. Louis K. Rourke, who informed the school committee that he has no doubt that he will save many hundreds of thousands of dollars in future alterations, repairs and construction of school buildings. That statement of Mr. Rourke is a truly significant one to those citizens who knew the intolerable conditions that actually existed in the old schoolhouse commission.

My main purpose, however, in issuing this statement is to clearly state the responsibilities of the business manager on the board of apportionment, with respect to propositions to take land and alter or construct school buildings. These propositions originate with the superintendent of schools and his assistant superintendents. It is up to them to answer whatever criticisms are now made or that will be made of matters connected with the providing of school accommodations.

FIREMEN THANK BOOSTERS

Fire Commissioner McLaughlin yesterday acknowledged the appreciation of the department for those who helped make the recent firemen's ball a financial and social success. He reported that $33,000 was realized, the largest net return from the annual event in the history of the department.

THE CIVIL SERVICE CURB

The old contention over the certification of the Mayor's appointees of heads of city departments by the Civil Service Commission of the State will be renewed in the discussion of the Buckley bill next week in the House. The bill, reported favorably by the Committee on Civil Service, contemplates the removal by amendment of the City Charter of the present function of the Civil Service Commission in passing upon these appointments. The change has behind it the influence of Civil Service Commissioner Goodwin himself. He went on record at the hearings in favor of the modification. While there have been many efforts to obtain this amendment of the charter ever since it came into effect in 1909, this is the first time since 1913 that the Commission has advocated it. In that year the three Commissioners, Thomas F. Boyle, Elmer L. Curtis and Garrett Droppers, unanimously recommended in their formal report that the sole responsibility for such appointments should be lodged with the municipal government itself.

The arguments of Commissioner Goodwin today are essentially the same as those of the Commission of seventeen years ago. The present system is not consistent, say the advocates of change, with the theory of responsible government. The city executive should have the power of choice, perhaps with the ratification of some municipal board, so that the electorate can hold the administration responsible for the selections made. In no phase of an administration are the voters more interested than in the quality and records of such appointees, with the single exception of the tax rate. A shrewd Mayor will be wary in making his selections.

Nor is the present method of certification consonant with the theory under which the Commission itself is supposed to work. A certificate of appointment is sent to the Commission, which makes "a careful inquiry into the qualifications of the nominee." There is no examination by the Commission, whereas the Civil Service idea is that examinations for positions under its control shall be competitive and open to all citizens. This is one of the reasons for opposition to the present plan by the Civil Service Reform Association of Massachusetts.

To this argument by the Commission other suggestions may be added. While the Commission now exercises no selective function, the present system may be, and probably has been, used as a means of eluding responsibility. A Mayor may make a nomination for the express purpose of cancelling a political obligation, but counting at the same time on the probability of its rejection by the Commission. It is possible also for the City Executive to constitute an acting head of a department by assigning thereto some person already in office, who would perform all the duties of the place and draw its salary; thus the whole idea of the present system could be defeated. The argument for the present plan is that a higher grade of city officials has been obtained under it. On that point some opinions differ.

HERALD 3/15/30

FIN COM WILL PROBE SCHOOL EXPENDITURES

'Black Book' to Be Consulted in Apportionment Board Inquiry

GRAY OPPOSED TO $15,000,000 BONDING

Sullivan Disclaims Responsibility for "Waste And Delay"

"School expenditures," a broad term which is taken to mean all the financial affairs of the Boston school committee, will be investigated by the Boston finance commission, it was announced last night by Frank A. Goodwin, chairman of the commission.

The announcement came after a two-hour meeting of the finance commission, which was attended by all members. It was brief: "We have decided to investigate school expenditures." Nothing further was given out.

OTHER DEVELOPMENTS

Other developments in the school situation were:

1—Surprise expressed by Senator Frank W. Osborne of Lynn, chairman of the legislative committee on municipal finance, that Mayor Curley had not informed the committee of the Goodwin Letter in criticism of school construction he had received before he spoke in favor of $15,000,000 school-building program.

2—Statement issued yesterday by Alexander M. Sullivan, business manager of the school committee, disclaiming responsibility for "waste and delay in school construction" charged by Goodwin to the board of apportionment of which he is a member. Sullivan, in turn, charged that "cheap politicians and grafters" had attempted to "foist an old brewery on the city as a school supply room." He did not explain this charge in relation to the general situation, but it is believed that it will figure largely in the finance commission investigation.

3—Opposition of Francis C. Gray, member of the school committee, to the abandonment of the pay-as-you-go policy in connection with the bonding of the three-year school building program.

4—Reports that attacks unleashed against Jeremiah E. Burke, superintendent of schools, first by former Chairman Francis E. Slattery of old schoolhouse commission, and later by Chairman Goodwin, are part of a drive to oust Supt. Burke from post. He ends a six-year term in April, when he is up for reappointment.

5—Assertion by Asst. Supt. Michael J. Downey that apportionment board "welcomes immediate investigation" and refusal of other members to discuss charges, despite permission given by school committee members.

'BLACK BOOK' FIGURES

In its statement Thursday night, in which it said that charges against the board of apportionment "warranted serious consideration," the school committee practically asked the finance commission to make the investigation. It was learned yesterday that the finance commission will be assisted greatly in the investigation by data contained in a so-called "Black Book."

This book, which has had a very interesting history, was written by Prof. L. O. Cummings of Harvard, who made a preliminary survey for the finance commission when Mayor Nichols was in office. The data compiled at the time was considered confidential, and only a "report proper" was released.

The finance commission did not make the proposed survey, but a quickly organized survey committee, headed by Judge Michael H. Sullivan, did. The information gathered resulted in the abolition of the old schoolhouse commission by voters at the polls. The survey committee was assisted in some degree by the "Black Book," which now it enters into the picture again to assist in the investigation of another body.

The criticism of Mayor Curley was unexpected. Senator Osborne also stated that the letter sent by Chairman Goodwin, with which was inclosed the letter sent to Curley by Goodwin, had not yet reached him. Mr. Goodwin said he had left the letter with the secretary to the speaker, for transmission to Senator Osborne.

CRITICIZES MAYOR

"Why didn't Mayor Curley tell the legislative committee about the letter sent by Goodwin when he appeared before us to favor the school building program?" he asked yesterday. "He said nothing to us, although the letter was sent to him on Feb. 28. Perhaps he will explain that."

Opposition of Mr. Gray to the bonding of the $15,000,000 for the school building program left him the only member to look with disfavor on abandoning temporarily the pay-as-you-go policy of the school committee, in view of what was termed "an emergency" and an "extraordinary situation."

Mayor Curley, it was learned, had discounted Mr. Gray's opposition before he went before the committee. That harmonious relations exist between the mayor and the other members of the committee is well known. Even Dr. Joseph V. Lyons, long a proponent of the pay-as-you-go policy, decided that extraordinary circumstances would force the committee to bond the issue, or part of it, and he and Mayor Curley quickly settled their differences on the matter.

That there was a purpose behind the attacks on Dr. Burke was believed from the start, by his friends. He has been superintendent of schools since 1921, when he was appointed to the unexpired term of the late Frank V. Thompson and later was reappointed. He heads the board of apportionment and was the target for a blast from former Chairman Slattery.

JOB AT STAKE

Politicians were surprised when Supt. Burke was named as the man responsible for the loss of $840,000 in city funds through bungling, and were still further surprised when the board which he heads was strongly criticised by Chairman Goodwin. Then it was learned that Supt. Burke comes up in April for reappointment, and that he gets $12,000 a year.

Under the law the school committee can name any person to the post. It was reported yesterday that several men are being groomed for the post, but the overwhelming sentiment, at the present time, for Supt. Burke will carry him through, his supporters hope. Nevertheless, the campaign is on, with the superintendent's job at stake.

It was said yesterday that the finance commission investigation will centre largely on the board of apportionment, which Supt. Burke heads, and that when criticism is made it will be aimed at him. At the same time friends of the educator were girding for battle, and an intensive undercover battle will be waged shortly, it was learned.

He is gathering data on the board's work to refute the charges and when ready will send back a counter-barrage.

Several members of the board decided not to issue statements although school committee members indicated that it was up to them. Asst.-Supt. Downey, however, said that he "welcomed an investigation. I hope it will be held at once because appropriations for important school construction work are being held up, and school children will in the long run, suffer."

It is understood that he stood out for a joint statement when the board met yesterday, but was out-voted on the matter.

SULLIVAN'S DENIAL

Business Manager Sullivan issued a statement absolving himself from a responsibility in the charges made by Goodwin. He explained his position as follows:

The business manager, although a member of the board of apportionment, has actually nothing to do with propositions to create new or additional school accommodations. All these matters originate with the educational authorities, namely, the superintendent of schools and his assistant superintendents, who are expected to thoroughly survey conditions in the various school districts before requesting the school committee to originate appropriations for land takings, plans and construction of buildings.

The duties of the business manager on the board of apportionment are concerned chiefly with the expenditure of approximately $15,000,000 each year, which expenditures cover all school purposes except alterations and repairs, land takings and construction of buildings. Whatever criticisms therefore, are now directed at land takings, changes in the actual process of construction must be met by the educational authorities and not by the business manager. Under the statutes and under the procedure of the school committee, these problems are the responsibility of the educators who are clothed with the authority of recommending additional school buildings of various types throughout the city.

The Boston Herald and the Boston Post have commented in their editorial and in their news columns on the fact that no criticisms have

AMERICAN 3/15/30



Mayor Curley — Judge A. K. Cohen

Photo shows Mayor Curley signing the "peace treaty" making the ending of the garment strike official, while Judge A. K. Cohen, who is to be the impartial arbitrator in the negotiations, looks on. (Staff photo.)

TRANSCRIPT 3/15/30

"Fin. Com." Votes School Inquiry

By vote of the Finance Commission last night an investigation of the expenditures of the Boston public schools will be started at once, Chairman Frank A. Goodwin having charged that hundreds of dollars had been wasted.

It is learned that Chairman Goodwin has in his possession the famous "Black Book" compiled by Professor L. O. Cummings of the Harvard Graduate School of Education two years ago when he made an investigation of school expenditures, and which was never revealed publicly.

Senator Frank W. Osborne of Lynn, chairman of the Legislative Committee on Municipal Finance, which conducted a hearing during the week on the bill sponsored by Mayor Curley and the School Committee for authority to raise $15,000,000 by loans for a three-year construction program, expressed surprise that Mayor Curley had not informed the committee of the letter sent to him by Mr. Goodwin.

Alexander M. Sullivan, business manager of the school department, disclaims responsibility for "waste and delay in school construction" charged by Mr. Goodwin to the board of apportionment, of which he is a member, and charges that "cheap politicians and grafters" had attempted to foist an old brewery on the city as a school supply room.

STRIKE PEACE IS SIGNED

Official settlement of the International Garment Workers' Union strike was made today through a conference between Mayor Curley and the leaders of both sides. A final conference will be held Monday with independent manufacturers.

Work is expected to be resumed Monday. The conference will be with concerns which have not joined the manufacturers' association, but which have indicated a willingness to sign agreements.

The mayor, who is credited with settlement of the strike, said he planned offer the position of impartial arbitrator to Judge A. K. Cohen. The judge is understood to be satisfactory to both sides.

A fight between strike breakers and union workers was waged for several minutes today at Kneeland and Beach sts., a dozen men participating. Police broke up the fight and dispersed the crowd. No arrests were made.

TRAVELER 3/15/30

South Boston Planning Celebration for Monday That Will Set Record—Observance to Be in Keeping with Tercentenary

Close to 10,000 military men and civilians will march through South Boston's streets, Monday afternoon, in what is expected to be the largest Evacuation Day parade for many years.

MAYOR CO-OPERATES

The Evacuation Day committee of the South Boston Citizens' Association, with the assistance of Mayor James M. Curley and Public Celebrations Director J. Phillip O'Connell, has arranged a program for the day which links up appropriately with the tercentennial observance of the state and city.

Edward C. Carroll, U. S. N. (retired), is chief marshal of the parade. Because of the illness of John O'Brien, who was chosen marshal of the civic section of the parade, Daniel J. Haley has been acting for him.

The parade will leave Edward Everett square at 2 o'clock Monday afternoon.

The leading element will include a military division with regulars from the army and navy, marine corps, also national guardsmen, and the naval reservists. The navy turn-out will be one of the largest of the regular forces.

WEARING NEW UNIFORMS

The 101st infantry, always an outstanding unit in the parade, will turn out in new uniforms. The new outfits have the new tailor-made roll collar which gives a snappy appearance to the uniform.

There will also be a large number of world war veterans in line. Legion men in all parts of the state have been invited, as well as the Veterans of Foreign wars, and Spanish war veterans. Members of the Grand Army and disabled veterans will ride in automobiles.

Commander Eugene Lally of the Michael J. Perkins Post of South Boston will be host to visiting legion men at the post headquarters.

The civic section is to have its own impressive features.

FLOATS IN PARADE

It is expected that a group of beautiful floats will be entered in the parade. All local organizations will be represented by members in line.

South Boston will open its houses and extend hospitality to the visitors. It is anticipated that more than 20,000 persons will visit the district during the day.

Chief Marshal Carroll has as his chief of staff Lt. Edward M. Sheehy, U. S. A. (retired). Maj. Paul Hines, U. S. A., is adjutant.

Mayor James M. Curley is honorary chief marshal and he has Arthur J. Corbett, his secretary, and J. Phillip O'Connell, director of public celebrations, as his aides.

The honorary staff is headed by Maj.-Gen. Clarence R. Edwards, U. S. A. (retired), and prominent army and navy men.

Gov. Allen, Mayor Curley and other distinguished guests will review the parade from a stand at B street and West Broadway.

The chief marshal and staff will review the parade at SS. Peter and Paul's school on West Broadway.

Dr. William H. Griffin of the South Boston committee will preside at the ceremonies at Dorchester Heights at 11 o'clock Monday morning. The address will be given by Lt.-Gen. Edward L. Logan.

The route of the parade Monday afternoon is as follows: Edward Everett square to Columbia road, to Dorchester avenue; thence via Dorchester avenue to Dorchester street, to West Sixth street to E street to West Fourth street, to G street, to Thomas Park, around the park to East Sixth street, to H, to East Fourth street, to I, to Columbia road, to L street, to East Fourth, to Farragut road, to East Broadway to Dorchester avenue to point of dismissal

TRANSCRIPT 3/15/30

Broadcast Series for Tercentenary

In addition to the National Broadcasts on Tercentenary subjects as announced last week the committee on radio broadcasting announce a New England series of broadcasts to begin next week. At least four local radio stations will participate in the series which will run for twelve weeks.

Dean Gleason L. Archer, the chairman of the committee, will open the series by an address over Station WNAC at 4.45 P. M. on Monday. He will, among other things, discuss Bradford's History of Plymouth and Winthrop's Journal which contains the early history of Boston.

Tonight at 7.30 P. M., Robert F. Denvir, Jr., of the Boston Record will discuss "The Weston Colony at Weymouth" over Station WLOE.

On Monday, March 24 at 7.15 P. M., Governor Frank G. Allen will speak on "Governor John Winthrop" over Station WEEI.

It is expected that Mayor Curley and the New England governors will participate in this series of broadcasts. Many prominent men have already signified their willingness to assist in the series.

AMERICAN 3/15/30

ALLEN TO JOIN IN PROTEST OF SOVIET DRIVE

Will Speak With Mayor Curley and Others in Faneuil Hall on Anti-Church Crusade

One meeting in Boston and four in New York are the outstanding protest gatherings scheduled for tomorrow, as part of a nation-wide demonstration against the Soviet anti-religion crusade.

The Boston session will be in the afternoon in Faneuil Hall. In New York Protestants, Jews and Catholics will congregate at various meetings.

A defense of the present Russian situation will be made at another New York meeting, with the principal address by Prof. Henry Elmer Barnes of Smith College, author of the "Twilight of Christianity," hailed as the outstanding atheistic work of the century.

Governor Allen, Mayor Curley, Atty.-Gen. Warner, Congressman John W. McCormack, Dr. Frederick Harlan Page, Rabbi Harry Levi, Rabbi H. H. Rabenovitz and a representative of the Boston Catholic diocese will voice the indignation of city, state and church at the latest atrocities in Russia in Faneuil Hall addresses.

The meeting is one of hundreds which will be held throughout the United States and Europe. It is hoped that such a public display of disapproval will help to put a stop to the seizure of churches which has already resulted in the ousting of thousands of priests rabbis and ministers. Samuel Kalesky will preside.

TRANSCRIPT 3/15/30 AMERICAN 3/15/30

Church, State and City Mourn Bishop Slattery

Trinity Church Is Thronged at Services for Episcopal Leader

Nine Bishops Attend

Standing Committee Accompanies Bishop Lawrence and Family to Mount Auburn

The Episcopal diocese of Massachusetts this morning bade sorrowful farewell to its beloved leader, Bishop Charles Lewis Slattery, for whom funeral services were held in Trinity Church. The rites were impressive and embodied the most heartfelt tribute that clergy and laity could pay. Nine bishops were present and three had a part in the services. Clergymen of several denominations were present in great numbers and the gathering of two thousand included as well representatives of the State, the city and the Supreme Court.

Before the body was brought to the church a private service for the family was held in the Slattery home at 175 Beacon street. This was conducted by Very Rev. Philemon F. Sturges, dean of St. Paul's Cathedral.

Meanwhile, members of the clergy from all parts of Massachusetts and from neighboring States were assembling in St. Andrew's Hall, in the parish house of Trinity Church. At 10.30 o'clock this procession moved through the cloister to places in the chancel where the standing committee of the diocese and the cathedral chapter also had places. Gowned students of the Episcopal Theological School in Cambridge occupied a section of the center aisle. The staff of the Diocesan House representatives of the diocese and of all organizations in the diocese and of the 200 parishes and missions of the diocese also were present.

Nine Bishops in Procession

To Chopin's "Marche Funebre" the clergy went up the center aisle divided right and left before the altar and took the places assigned to them in the chancel. In this procession were the Cathedral Chapter, the standing committee of the diocese, visiting clergy and the diocesan clergy in order of seniority. The procession included also the nine bishops and the clergy who had been curates under Bishop Slattery. The bishops in the procession were: Rt. Rev. E. C. Acheson, D.D., bishop of Connecticut; Rt. Rev. Chauncy Brewster, D.D., retired bishop of Connecticut; Rt. Rev. Benjamin Brewster, D.D., of Maine; Rt. Rev. John Dallas, D.D., of New Hampshire; Rt. Rev. James De Wolf Perry, D.D., of Rhode Island; Rt. Rev. Samuel B. Booth, D.D., of Vermont; Rt. Rev. James E. Freeman, D.D., of Washington, D. C.; Rt. Rev. Ernest M. Stires, D.D., of Long Island, and Rt. Rev. Samuel G. Babcock, D.D.

Among the clergy was Rev. Harry P. Nichols of New York, who presented Bishop Slattery for confirmation at Brunswick, Me., in 1882 and who nominated him for dean of Faribault, Minn., and later presented him for bishop of Massachusetts. In the same group were Rev. Benjamin M. Washburn, D. D., rector of Emmanuel Church; Rev. Vincent L. Bennett of St. Michael's in Milton; Rev. L. L. Graham of Stratford, Conn.; Rev. Howard Weir of St. Paul's, New Haven, Rev. Sherrard Billings and Rev. George W. Sargent. These men were former curates of Grace Church in New York.

Representing the diocese of western Massachusetts were Very Rev. Percy T. Edrop and Archdeacon Marshall E. Mott of the Christ Church Cathedral of Springfield; Henry M. Morgan, junior warden of the Cathedral Church and Stedman D. Craig, who was vestryman of Christ Church when Bishop Slattery was rector of that church.

The clergy bearing the casket, draped with a purple pall and gold cross, were: Rev. Norman B. Nash, Rev. William L. Wood and Rev. Charles Taylor, who are connected with the faculty of the Episcopal Theological School; and Rev. John R. Moses of the Church of the Redeemer; Rev. Richard G. Preston of Grace Church, Newton; and Rev. Richard McEvoy of the Cathedral staff.

Boston University was officially represented by President Daniel L. Marsh and the deans of the various schools. Wellesley College was represented by President Ellen Pendleton, Dean Alice V. Waltte and Miss Grace G. Crocker. From the Massachusetts Federation of Churches came, as official representatives, Rev. Vaughan Dabney, president, and Rev. E. Tallmage Root. The Greater Boston Federation of Churches had a delegation headed by Rev. John Smith Lowe.

From the rear of the church came the words "I am the resurrection and the life," intoned by Bishop Perry. On reaching the sanctuary, the bishops took their places. Rev. Henry K. Sherrill went to the rector's stall and Dean Philemon F. Sturges of the Cathedral Church of St. Paul to the prayer desk. The standing committee took chairs on the Gospel side, next to the choir, and the Cathedral Chapter went to the Epistle side and the bearers divided into three on each side of these groups. Bishop Lawrence and his sons and the family then took their places in pews at the front.

They sat directly in front of the long row of wreaths of lilies and roses and other floral tributes. The lectern was almost concealed by a cross of lilies. Similarly the gold cross on the altar was hidden by another cross of lilies, flanked by two vases of lilies. Near the Lawrence family were Governor Allen, accompanied by Lieutenant Colonel Hollis Z. Landon and Captain Theodore A. Storer and Mayor Curley and George E. Phelan, manager of the White Fund, representing the city.

NOTABLES AT SLATTERY FUNERAL

Trinity Filled With Mourners for the Revered Bishop; Burial at Mt. Auburn

PICTURES ON PAGE 3.

Before an imposing array of notables of church and state, who filled Trinity Church to its doors, funeral services for the Rt. Rev. Charles Lewis Slattery, D. D., Bishop of Massachusetts, were held today.

Nine bishops and some 250 clergymen were present, together with Governor Frank G. Allen, Mayor James M. Curley and other prominent figures.

The bishops, headed by Bishop William Lawrence, father-in-law of the deceased prelate, were John T. Dallas of New Hampshire, J. De Wolf Perry of Rhode Island, Samuel A. Booth of Vermont, Benjamin Brewster of Maine, Edward C. Atcheson of Connecticut, Chauncey Brewster, retired, of Connecticut, James E. Freeman of Washington, D. C., Ernest M. Stires of Long Island, New York, and Samuel G. Babcock, suffragan bishop of Massachusetts.

Gov. Allen was attended by Lieut.-Col. Landon and Capt. T. L. Storer as aides, and Mayor Curley was accompanied by City Treasurer Edmund L. Dolan.

President Daniel L. Marsh and department heads represented Boston University; President Helen Pendleton, Dean Alice V. Waitte and Grace G. Crocker, Wellesley College; Vaughn Dabney, president, and Rev. E. Tallmadge Root, secretary, the Massachusetts Federation of Churches, and Rev. John Smith Lowe, and Rev. E. J. Dennen the Greater Boston Federation of Churches.

The 18 ushers of Trinity church were assisted by Stoughton Bell, John S. Sellman, John Q. Adams, Stanley Cunningham, Thomas H. Gray, Jr., Clarence H. Poor ar James Lawrence.

The services at the churc which were broadcast over WE were preceded by private servic at the family residence, 175 Beac st., attended only by the family, which Very Rev. Philemon S. Stu ges, dean of the Cathedral Chur of St. Paul, presided.

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TRAVELER 3/15/30

Signing Peace Pact in Hub Garment Strike



The gathering which marked the end of the garment strike through the mediation of Mayor Curley is shown above signing an agreement in the mayoralty chambers at City Hall. In the front row are David Dubinsky, secretary-treasurer of the International Ladies Garment Workers Union; Mayor Curley, Judge A. K. Cohen and I. J. Colpak. Standing are Max Amdur, Jacob Rubin, Atty. Joseph Bearak, A. F. Matthews, secretary of the Associated Dress Manufacturers of Boston, and Richard Rohman.

State, City Officials at Slattery Funeral

Trinity Church Filled to Capacity by Mourners from All Walks of Life at Rites for Bishop

State and city officials, bishops and clergy of the Episcopal church, clergy of other denominations, as well as men and women prominent in the professional, business and civil life of the community, paid prayerful tribute to the memory of the Rt. Rev. Charles Lewis Slattery at funeral services in Trinity Church, Copley square, today.

FILLED TO CAPACITY

The edifice was filled to its capacity. The chancel was a mass of flowers. The basket containing the body of the beloved bishop rested on a catafalque in the centre of the chancel. It was covered with a purple velvet pall trimmed with a golden cross.

About 250 of the clergy of the diocese of Massachusetts, clad in black cassocks, white surplices and wearing black stoles, marched in procession from St. Andrew's hall in the parish house, through the cloister to the chancel.

GOV. ALLEN IN CHURCH

A vested choir of boys in black cassocks and surplices and wearing white collars and black bows, preceded by a cross-bearer, sang the music, marching in procession from the right of the chancel to their seats.

Gov. Allen and his aides, Lt.-Col. Horace E. Landon and Capt. Theodore L. Storer, represented the commonwealth. Mayor Curley, accompanied by James Phelan, manager of the White fund, represented the city.

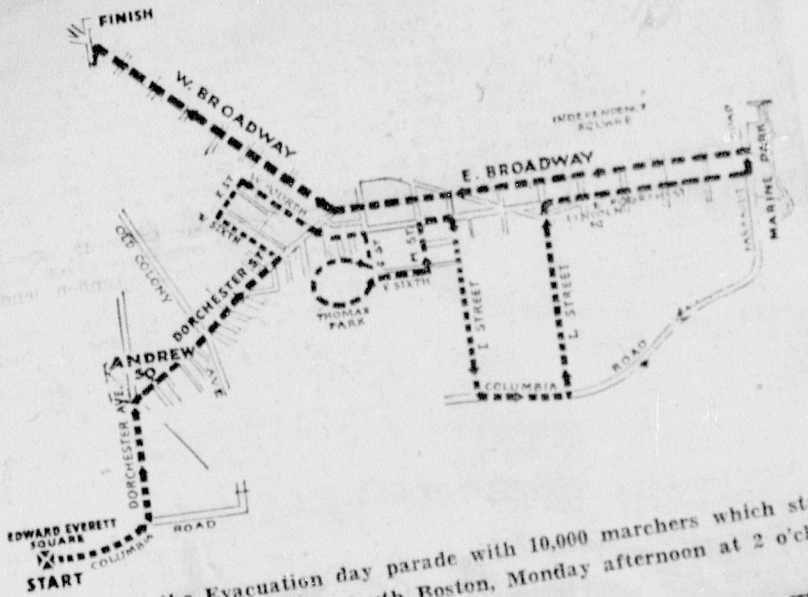
Members of the state judiciary and prominent lawyers, physicians and scientific men, were also in the congregation.

It was the first funeral service for a bishop to be held in Trinity Church since the funeral of Bishop Brooks 35 years ago.

The arrangements at the church were in charge of Judge Philip Parker of Brookline, a member of the standing committee. There was a corps of 30 ushers, including the regular church ushers under Chief Usher Robert D. Raynolds, and the following laymen: Stoughton Bell, John S. Sellman, John Q. Adams, Stanley Cunningham, Thomas H. Gray, Jr., Clarence H. Poor and James Lawrence.

TRAVELER 3/15/30

10,000 Men to March in Evacuation Day Parade



Route of the Evacuation day parade with 10,000 marchers which starts from Edward Everett square, South Boston, Monday afternoon at 2 o'clock.

South Boston Planning Celebration for Monday That Will Set Record—Observance to Be in Keeping with Tercentenary

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MAYOR CO-OPERATES

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Edward C. Carroll, U. S. N. (retired), is chief marshal of the parade. Because of the illness of John O'Brien, who was chosen marshal of the civic section of the parade, Daniel J. Haley has been acting for him.

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South Boston will open its houses and extend hospitality to the visitors. It is anticipated that more than 20,000 persons will visit the district during the day.

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The chief marshal and staff will review the parade at SS. Peter and Paul's school on West Broadway.

Dr. William H. Griffin of the South Boston committee will preside at the ceremonies at Dorchester Heights at 11 o'clock Monday morning. The address will be given by Lt.-Gen. Edward L. Logan.

The route of the parade Monday afternoon is as follows: Edward Everett square to Columbia road, to Dorchester avenue; thence via Dorchester avenue to Dorchester street, to West Sixth street to E street, to West Fourth street to G street, to Thomas Park, around the park to East Sixth street, to I, to East Fourth street, to L street, to H, to Farragut road, to East Broadway to Dorchester avenue to point of dismissal.

BIG PLANS FOR MONDAY LAID

City to Mark St. Patrick's and Evacuation Day Fittingly

Boston has prepared an elaborate program for the 154th anniversary of the evacuation of Boston to be observed Monday. Since this day is also the feast of St. Patrick many organizations will hold plays and other social events throughout Greater Boston. The highlight of the day is the parade in South Boston, Monday afternoon.

The historical exercises in connection with the day will be held tomorrow night at the Broadway Theatre, South Boston. There will be an address by Mayor James M. Curley and an oration by William H. McSweeney of Salem, former assistant district-attorney of Essex county. An elaborate musical program will be included.

MAYOR'S BREAKFAST

The mayor will tender a breakfast Monday morning to Mr. McSweeney at the Copley-Plaza Hotel, with civic and military dignitaries as guests.

The special feature of Monday morning will be the laying of a wreath on the Dorchester Heights monument by the United Train of Artillery Veterans' Association of Providence, R. I., the original organization of which was a unit of Washington's army at the time of the evacuation, under the command of Maj. Daniel Hitchcock. A brief address on behalf of the city of Boston will be delivered by Lt.-Gen. Edward L. Logan.

The opening remarks will be given by the presiding officer, Dr. William H. Griffin, and there will be a flag raising under the auspices of the war veterans of South Boston.

TO DEDICATE TABLET

Another event of significance will be the dedication of a bronze tablet, prepared by the committee on the marking of historic sites. This tablet is to be placed on the building at 148 State street, with fitting ceremonies. State street business houses are to be decorated for the occasion. There will be a parade from Pemberton square to the scene where exercises will be held at 1:30 o'clock. The tablet is to be unveiled by Alice V. Daniels of the Children of the American Revolution.

The monster parade in South Boston, with 10,000 in line, will leave Edward Everett square at 2 o'clock and will be reviewed by Gov. Allen and Mayor Curley.

The South Boston Citizens' Association will hold its annual banquet in Elks' Hotel at 8 o'clock Monday night.

GLOBE 3/15/30 PM

Cont'd

John O'Brien was assigned by Chief Marshal Carroll to arrange a civic division for the parade. He was taken sick but the work was carried on by Daniel J. Haley.

South Boston expects there will be more thn 100,000 visitors in the district.

Mayor Curley's office has arranged the breakfast which the Mayor will give at 10 a m to William H. McSweeney of Salem, the guest of Boston for the celebration.

The chief marshal has laid out a longer route for the parade than any held since the World War. The column will pass along Columbia road from Edward Everett sq and then over Dorchester av to Dorchester st, to West 6th, to E st, to West 4th st, where the marchers will go by the home of Dist Atty William J. Foley.

The parade will continue on West 4th to East 4th to G st and pass around Dorchester Heights, proceeding to East 6th st to H st then to East 4th st.

Here is a change in the plans of other years. On reaching I st and East 4th the parade will pass down I st to Columbia road and along Columbia road to L st, to pass the chief marshal's home on L st.

Arriving back at East 4th st it will go to Farragut road, swing into East Broadway, pass the home of General Edward L. Logan, and continue on Broadway to Dorchester av.

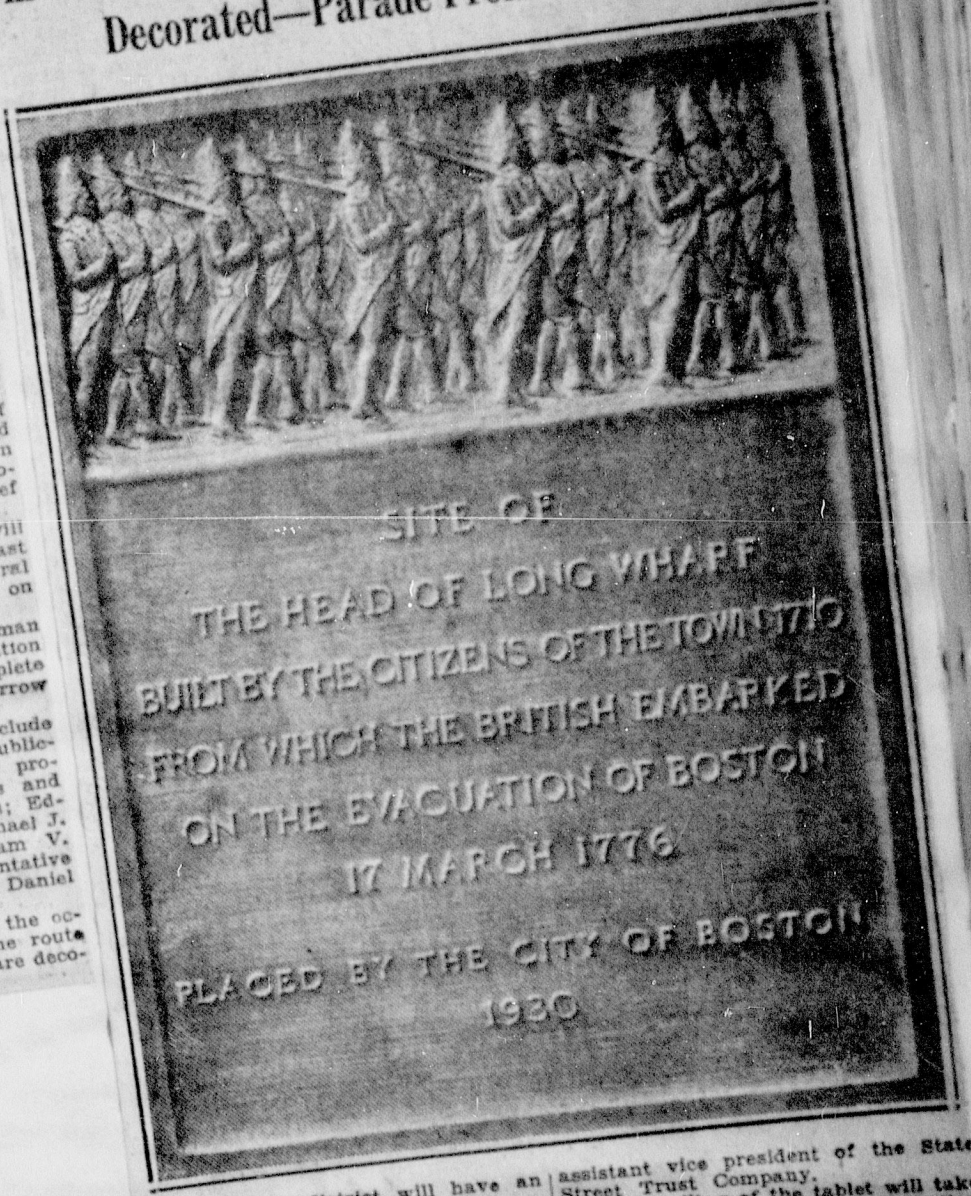
Robert W. Murray was made chairman of the broadcast committee. Station WLOE will broadcast the complete program of the exercises tomorrow night.

Other committee chairmen include Alfred J. L. Ford in charge of publicity; Gordon Saunders, souvenir program; John R. Reardon, ways and means; Martin J. Ryan, badges; Edward G. Madden, speakers; Michael J. Harrington, decorations; William V. Doherty, invitations; Representative William P. Hickey, reception; Daniel J. Haley, printing.

The district is decorated for the occasion. Many stores along the route of march and also residences are decorated with flags and bunting.

TO UNVEIL TABLET AT 149 STATE ST MONDAY

Will Mark Site of Long Wharf — District Will Be Decorated—Parade From Pemberton Sq



The business district will have an observance March 17 when a bronze tablet, prepared by the Commission on the Marking of Historical sites, will be placed on the building at 149 State st, corner of Chatham st, with an address by Judge Thomas H. Dowd.

State st houses will arrange decorations and patriotic features, under direction of William [illegible], assistant vice president of the State Street Trust Company.

The unveiling of the tablet will take place at 1:30 p m. Those participating in the ceremony will meet in Pemberton sq and march through Court st to State st.

In the line of march will be: Platoon of police, Chief Marshal Maj James W. H. Myrick and staff, Col Harry D. Cormerais, chief; Adj Maj Charles T. Harding, Aid Col George A. Hosley, Committee on Public Celebrations, Commission on Marking Historical Sites, Ancient and Honorable Company Drum Corps, Sergt Charles J. Meissner, leader; Ancient and Honorable Artillery Company of Massachusetts, Maj James W. H. Myrick, commanding; Colors and Color Guard, Platoon, First Corps of Cadets, Colors and Color Guard Company, Fusiliers, Veteran Corps, Maj Harry L. Bagley, commanding; Color and Color Guard, American Legion, Color and Color Guard, V. F. W., City of Boston Colors escorted by Dorchester High School Cadets, Sons of American Revolution, Color Guard and Escort Detail.

Rev Russell H. Strafford will give the invocation; Miss Alice [illegible] Daniels of the [illegible]



MAJ JAMES W. H. MYRICK

Globe 3/15/30 PM

CONCERT FIRST ON THE PROGRAM

Parade's Route Longest Since World War

The first public celebration in Boston's Tercentenary program will be held tomorrow evening in the Broadway Theatre, West Broadway and F sts, South Boston, when historic exercises will be held in connection with the observance of the 154th anniversary of the evacuation of Boston by the British.

The concert has been arranged under the direction of a committee from the Evacuation Day Committee of the South Boston Citizens' Association, headed by Frank J. Conroy. Robert W. Murray, stage manager, has worked hard to give the stage a proper setting for this event. He has secured the colors of local veteran organizations and also potted plants.

The interior of the theatre has been decorated with red, white and blue bunting. The outside of the theatre is also decorated.

Besides being Boston's first event in its 300th birthday program, the exercises mark the opening of a two-day celebration in the Peninsular section. William H. McSweeney of Salem, historian and speaker, will be the orator. He accepted the committee's invitation, which was sent through Mayor Curley. Mayor Curley will also be a speaker. Mr Murray arranged for the broadcast of the exercises, which will be sent over station WLOE. The entire program will be sent out.



RICHARD J. DWYER
Chairman of Evacuation Day Committee

Special guests of the organization will be three children from local grammar schools, who won the essay contest. Edward J. Carroll, on the board of judges, completed the work yesterday and announcement of the winners will be made at the exercises tomorrow night.

Edward G. Madden will present medals to the three children whose essays are judged best on the subject of Evacuation Day by the board to be the William H. Taylor is the other member of the board of judges.

The complete program follows:

Overture, "American Folk Songs," Polla
Bostonia Orchestra, R. F. Holub, director
Presentation of Prizes to Winners of Essay Contests,
By Edward G. Madden, chairman of Judges
Excerpts from Faust Gounod
Bostonia Orchestra
Tenor Solo, Lawrence Thornton
(a) "Song of Songs" (from the Desert Song) Moya
(b) "One Alone." Romberg
Walter Blenkenship, accompanist
Declamation, "American Patriotism"
(After McKinley)
John J. McAuliffe, South Boston High School
Soprano Solo, Miss Gertrude Anderson
(a) "In the Garden of My Heart," Ernest Ball
(b) "Ah! Sweet Mystery of Life," Victor Herbert
Miss Lillian Kivlan, accompanist



REPRESENTATIVE JOHN J. REARDON
President of South Boston Citizens' Association

Declamation, "The Growth of Boston," Original Composition
Miss Mary E. Malburn, St Eulalia's High School
Selection, "Irish Airs" Moore
Bostonia Orchestra
Address, Boston
His Honor, James M. Curley, Mayor of
Bass Solo, Joseph Mikolajewski
(a) "Our God, Our Country and Our Flag" McHugh
(b) "In the Valley Near Sorrento" Sullivan
Oration, De Silva
Hon William H. McSweeney, Salem, Mass.
Medley, "Sunnyside Up" Bostonia Orchestra
Soprano Solo, Miss Gertrude Rousseau
(a) "Londonderry Air," Old Irish song
(b) "The Last Rose of Summer," Moore
Selection, "The Favorite Airs of Victor Herbert" De Lawrence
Bostonia Orchestra
Quartet, Belmont Four
Bill Keene, Joe Barry, Jack Young, Jack Donacher
(a) "Tipioe Thru the Tulips" Burke
(b) "Blarney Stone," old Irish song Kerr
"Star Spangled Banner" Kerr
Bostonia Orchestra and Audience

All the other features for celebration will be held on Monday.

The Evacuation Day committee of the South Boston Citizens' Association, in conjunction with J. Phillip O'Connell, Director of Public Celebrations, arranged the full program.

The committee was appointed by Representative John J. Reardon, president of the South Boston Citizens' Association. Richard J. Dwyer was chosen chairman and Patrick E. Carr, treasurer.

It was decided to have five distinct features, the first to be the historic exercises.

It was then decided to have an essay contest and Frank L. Murphy was placed in charge. The contest, in local grammar schools, closed March 1.

A banquet committee was then appointed with James P. Hoar as chairman. The banquet will be held at the Elks' Hotel Monday evening. About 300 are expected to be present. Thomas P. O'Connor will be the toastmaster and Congressman John W. McCormack speaker.

Edward C. Carroll was selected as chief marshal of the parade by the committee and Mayor Curley officially appointed him. The parade will include military and civic features. Floats will take an important part.

Dr William H. Griffin was appointed chairman to arrange an appropriate welcome for the United Train of Artillery Veterans' Association from Rhode Island. These veterans are descendants of soldiers who were a part of the Colonial Army and they will visit South Boston's monument March 17. Special exercises will be held at Dorchester Heights at 11 o'clock.

School children of the district will have a program which will include moving picture shows at the local theatres in the morning



ROBERT W. MURRAY
In charge of broadcasting and stage.



MAYOR JAMES M. CURLEY
Who Will Speak

Boston HERALD 3/16/30

commonwealth; Mayor Curley to the toast to the city of Boston, John F. Crosby, former assistant attorney-general of the United States, will speak, and Joseph Joyce Donahue will be toastmaster.

The 193d anniversary meeting and election of officers of the Charitable Irish Society will be held in the Parker House tomorrow morning. Edward W. Quinn, former mayor of Cambridge, has been nominated for president.

Final feature of the holiday observance will be the annual banquet of the South Boston Citizens' Association in the Elks Hotel tomorrow night. There will be a reception at 7 P. M. and dinner at 7:30.

Program of Events For Evacuation Day

TONIGHT

8 P. M.—Historical exercises, Broadway Theatre

TOMORROW MORNING

10 A. M.—Mayor Curley's breakfast—Copley Plaza Hotel. Veterans' Parade — Chatham and State streets. Children's exercises—Broadway, Strand, Congress hall and Imperial Theatres. Flag Raising ceremonies—Dorchester Heights.

TOMORROW AFTERNOON

2 P. M.—Evacuation Day parade—South Boston.

TOMORROW NIGHT

6 P. M.—Charitable Irish Society dinner—Hotel Somerset.

7:30 P. M.—South Boston Citizens Association banquet—Elks Hotel.

Post 3/16/30

TUESDAY LIMIT ON WATER BILLS

Landlords Must Pay or Lose Service

A long week-end of grace has been granted to the landlords of the city who failed to heed the official warning that unless they paid their water rates before March 15 the supply would be shut off. The time limit expired yesterday, but Division Engineer Christopher J. Carven, in charge of the water service, decided that he would not leave the tenants without water over the week-end and St. Patrick's Day, so the shut-off process will be enforced the first thing Tuesday morning.

Over $100,000 was turned in by delinquents during the past couple of weeks as a result of the warning issued by Mayor Curley to absentee landlords. Constables have been sent out by the central office and district foremen have gone out from the city yards to notify property owners whose water bills are in arrears that the city means business. Although the drive against residents who have not paid their poll, personal and real estate taxes has yet to run until April 1, before the money due is extracted from the pay envelopes of city employees and taken from private citizens by court process, more than 500 taxpayers crowded the offices of City Collector George H. Johnson yesterday noon to hand over the cash and receive receipts.

Post 3/16/30

Credit Curley With Garment Strike End



CURLEY SETTLES GARMENT STRIKE

Scene as garment controversy is settled. Those shown are, left to right front row: David Dubinsky, Mayor Curley, Judge A. K. Cohen and I. J Colpak. Back row: Max Amdur, Jacob Rubin, Joseph Bearak, Saul Mat thews and Richard Rohman.

Settlement of the garment workers strike here within 48 hours was credited to Mayor Curley yesterday by Attorney Joseph Bearak, who, as spokesman of the conference of employers and employees at City Hall, announced that the workers would return to their benches tomorrow morning.

He complimented the Mayor for taking the initiative in calling the representatives of the disputants together in an effort to make Boston a "strikeless city" and declared that he wanted to express the thanks of the union officials for the speedy termination of the strike.

Employers represented by the Dress Manufacturers' Association and the Cloak Manufacturers' Association had agreed with the union, with the result that 1800 workers ended the strike after an absence of two days from their shops.

The Mayor appealed to Judge A. K. Cohen, who accompanied the delegation, to serve as arbitrator in any further disputes that may arise in the garment workers trade in the near future, but the judge reserved his decision.

At the request of the union, Mayor Curley sent an invitation to the few manufacturers who have refrained from joining the association to confer with him tomorrow morning at 10 o'clock at the Mayor's office in an effort to bring harmony to all the garment manufacturers in the city.

HERALD 3/16/30

WIDE PROGRAM ON HOLIDAY LIST

Big Parade Among Features Marking Evacuation and St. Patrick's Day

OPENS AT THEATRE EXERCISES TONIGHT

A series of events calculated to make this year's observance of Evacuation day in every way a record-breaker starts tonight with historical exercises in Broadway Theatre, South Boston; continue tomorrow with parades in the morning and afternoon, flag-raising ceremonies, children's exercises, a breakfast to officials, and dinners in the evening to commemorate the 154th anniversary of the departure of British troops and men-of-war from the city.

Especial significance is attached to this year's observance because Massachusetts and Boston are celebrating their tercentenary and because March 17 is also the anniversary of the birth of St. Patrick, and as such will be the occasion for socialization by South Bostonians.

7000 WILL MARCH

Feature of the occasion will be the big Evacuation day parade in South Boston tomorrow afternoon. More than 7000 marchers with bands and floats will participate and it is estimated that 100,000 spectators will view the line of march from sidewalks and convenient windows, from Edward Everett square to the point of dismissal at Dorchester avenue and East Broadway.

A battalion of colored troops of the 372d Massachusetts National Guard will this year take the place of the United States Coast Guard unit, whose commanding officer has declined the invitation of the parade committee to participate in the event. In other respects, the procession will be held in much the same order as that of former years.

ROUTE OF PARADE

The route of the parade as announced by Edward C. Carroll, chief marshal, is as follows:

Starting at 2 P. M. from Edward Everett square, the column will proceed along Columbia avenue to Dorchester avenue at Dorchester street, to West Sixth street, to E street, to Fourth street, to G street, to West Park. Marchers will then circle Thomas Park and go along East Sixth street to H street, to East Fourth street, to I street, to Columbia road, to L street, to East Fourth street, to Farragut road and along East Broadway to the point of dismissal at Dorchester avenue.

There will be three reviewing stands: at L street and Broadway for all Gold Star Mothers; at B street and Broadway for invited guests, including Gov. Allen, Mayor Curley and other state and city officials, and the stand for the chief marshal and staff at Broadway, near A street.

The honorary civic staff is composed of Mayor Curley, Arthur J. Corbett, J. Philip O'Connell and members of the Boston city council.

Chief Marshal Carroll will be aided by Lt. Edward M. Sheehy, U. S. A., retired, chief of staff; Maj. Paul Hines, adjutant; William P. Kendrick, liaison officer; Lt. Adolph F. Casper, aide de camp, and Lt. John J. Martin, aide to chief marshal.

HONORARY STAFF

The honorary staff includes: Maj. Gen. Clarence R. Edwards, U. S. A. (retired); Brig.-Gen. William P. Jackson, U. S. A.; Brig.-Gen. John H. Dunn, U. S. A. (retired); Lt.-Gen. Edward L. Logan, Mass. N. G. (retired); Lt.-Gen. Charles H. Cole, U. S. A. (retired); Lt.-Col. W. F. Hoadley, U. S. M. C.; Col. John Hughes, U. S. A.; Maj. William P. Brown, U. S. A.; Capt. R. Z. Johnson, U. S. N.; Capt. William J. Blake, U. S. A. (retired); national chief of staff, George H. Hosley, G. A. R.; national commander disabled veterans, William J. Murphy; Dept. Comdr. Max Singer, Veterans of Foreign Wars.

Serving on the staff are: Col. Thomas Sullivan, U. S. A. (retired); Maj. Leo W. Banks, U. S. A. (retired); Maj. Cornelius J. McCarthy, U. S. A. (retired); Capt. John L. Mellyn, U. S. A. (retired); Capt. Joseph F. Daley, U. S. Mass. N. G. (retired); Capt. William E. Rolfe Doyle, U. S. A. (retired); Capt. Edward G. Lennon, M. McCarthy, U. S. A. (retired); Capt. Matthew Edward Burke, U. S. A. (retired); Lt. Frank X. Kelley, U. S. A. (retired); Lt. James J. Regan, U. S. N. R.; Lt. Joseph Phipps, U. S. A. (retired); Lt. Edward Carroll, U. S. A. (retired); Lt. Comdr. Fred J. Bailey, U. S. N. (retired); Lt. Dennis H. Haverty, U. S. A. (retired); Dept.-Vice-Comdr. Matthew Boyle, A. L.; Sergt. Frank E. Banks, U. S. A. (retired); Sergt. Leo Connors, U. S. A. (retired).

Sergt. Edward Hopkins, Jr., U. S. A. (retired); Sergt. John E. Lee, U. S. A. (retired); Sergt. Michael Costello, U. S. A. (retired); Sergt. Edward Cummings, U. S. A. (retired); Sergt.-Maj. R. Eastman, U. S. A. (retired); Sergt. Daniel G. O'Leary, U. S. A. (retired); Sergt. Edward B. Creed, U. S. A. (retired); Sergt. Walter E. Murphy, 110th cavalry; Sergt. Joseph G. Kerrigan, U. S. A. (retired); Sergt. Albert Page, U. S. A. (retired); Sergt. John Toomey, U. S. A. (retired); C. P. O. Patrick A. Kelly, U. S. N. (retired); C. P. O. James Tracey, U. S. N. (retired); C. P. O. Frank Coleman, U. S. N. (retired); Ensign James M. Geary, U. S. N. (retired); C. P. O. Eugene Lally, U. S. N. (retired); Lt. Thomas O'Connor, U. S. A. (retired); C. P. O. John J. O'Connor, U. S. N. (retired), and Maurice Goggin, U. S. A.

PARADE FORMATION

The formation of the parade will be as follows:

Mounted police
Honorary staff
Chief marshal and staff
United Train Artillery Veterans Association
Color guard, Providence, R. I.
9th Coast Artillery band
13th United States infantry
U. S. Navy band
U. S. Marines
301st company, U. S. M. C. eserves
U. S. navy
U. S. naval reserves
101st infantry, M. N. G., and band
Battery G, 241st C. A. C., Mass. N. G.
372d infantry, Mass. N. G. and band
26th signal corps
26th tank, Mass. N. G.
110th cavalry, Mass. N. G. and band
Mass. nautical training school and field music
Dahlgren post 2, G. A. R., in autos
Washington post 32, G. A. R., in autos
Gettysburg command 19, in autos
Winthrop post, A. L., and drum corps
Maj. M. J. O'Connor camp, U. S. W. V.
Detachment of U. S. W. V.
Kearsarge Association of Naval Veterans
Wounded veterans in autos
Dorchester post, V. F. W. band
Thomas J. Fitzgerald post 561, V. F. W.
Detachments of V. F. W.
Jimmie Coughlin's 101st Regiment band
Michael J. Perkins post, A. L.
Bessie Edwards Cadets
Columbia post, A. L.
John J. O'Connell post, A. L.
Detachments of A. L.
10th Regiment Veterans band
Army and Navy Union
9th Regiment Veterans Corps
Metropolitan Firemen's post, A. L.
Boston fire department
O'Connell Guards and band
Gold Star mothers in autos
Women's Relief Corps
Auxiliary to U. S. W. V.
Band
Auxiliary to V. F. W.
St. Vincent's Cadets and band
Gate of Heaven Cadets and band
St. Augustine's Cadets and band
House of Angel Guardian Cadets and band
St. Ambrose Cadets and fife and drum corps
St. Joseph Cadets and band
St. Luke's Cadets and band
Knights of Sacred Heart
Salem Boys brigade
Boy Scouts

DEDICATE TABLET

Under Chief Marshal John O'Brien, Chief of Staff Martin J. Ryan and Adjt. Daniel J. Haley, 27 civic organizations will follow in the civic division of the parade, composed largely of floats and bands.

In Boston, tomorrow morning, veteran organizations will form a parade to precede the formal dedication of a bronze tablet at Catham and State streets, marking the spot from which the British actually embarked. The parade will form at Pemberton square, Maj. James W. H. Myrick will be chief marshal and Lt.-Col. Henry D. Comerais, Maj. Charles T. Harding and Col. George A. Hosley will be his chiefs of staff.

In the procession will be the committee on public celebrations, commission on marking historical sites, Ancient and Honorable Artillery Company and drum corps, colors and platoon of 1st Corps Cadets, Fusiliers Veteran Corps, American Legion, Veterans of Foreign Wars and the city of Boston colors, escorted by the Dorchester high school cadets and Sons of American Revolution.

ADDRESS BY CURLEY

Tonight at 8 o'clock, in Broadway Theatre, South Boston, an address by Mayor Curley and an oration by William H. McSweeney will feature the annual historical exercises sponsored by the city of Boston and given under the auspices of the South Boston Citizens' Association.

Prizes will be awarded the winners of the Evacuation day essay contest, and an attractive musical program has been arranged in which the Bostonia orchestra and several soloists will take part.

In the Copley-Plaza Hotel, tomorrow morning, at 10 o'clock, Mayor Curley will tender a breakfast to the orator of the day, Mr. McSweeney, to civic and military officials, officers of the South Boston's Citizens' Association and chief marshal of the parade.

Special exercises will be held for children of South Boston tomorrow morning in the Broadway, Strand, Congress hall and Imperial theatres.

Another feature tomorrow morning will be the laying of a wreath on the Dorchester Heights monument by the United Train of Artillery Veterans' Association of Providence, the original of which was a unit of Washington's army at the time of the evacuation. An address on behalf of the city will be made by Lt.-Gen. Edward L. Logan at the laying of the wreath, at 11 A. M.

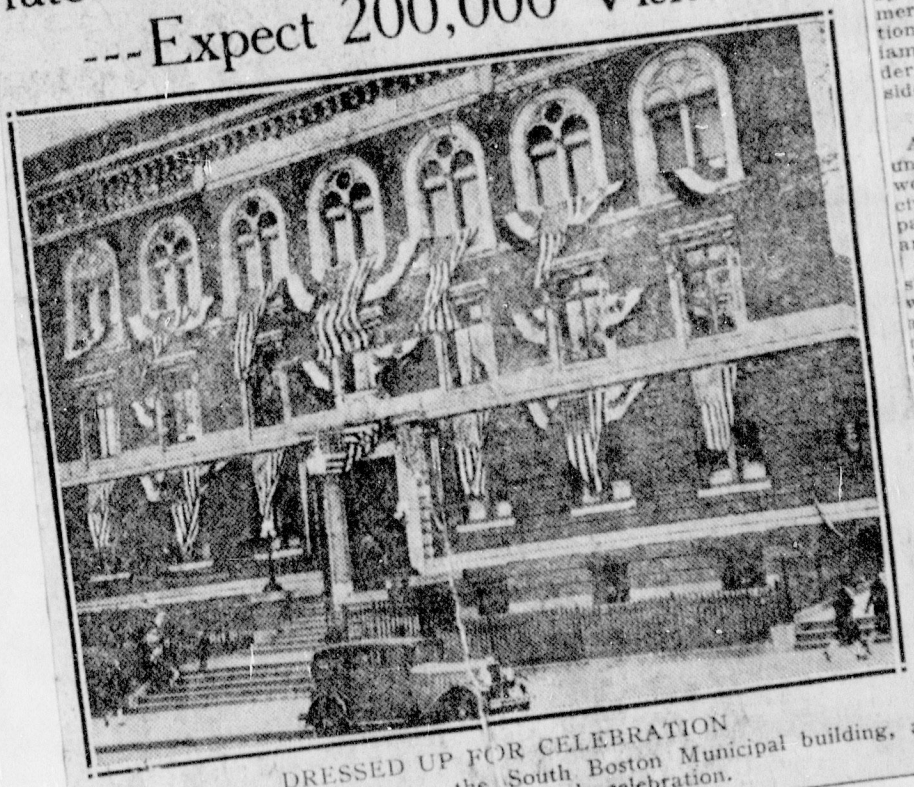
IRISH SOCIETY FEAST

Walter F. Brown, postmaster-general of the United States, will be the guest of honor at the 193d anniversary dinner of the Charitable Irish Society in the Hotel Somerset tomorrow night. He will respond to the toast, "The United States of America." Gov. Frank G. Allen will respond to the toast to the

Post 3/16/30

SOUTH BOSTON IN GLORY OF COLORS

Brilliantly Decorated for Most Elaborate Celebration of Evacuation Day ---Expect 200,000 Visitors



DRESSED UP FOR CELEBRATION

This shows the decorations on the South Boston Municipal building, all dressed up for tomorrow's celebration.

Commemorating the 154th anniversary of the evacuation of Boston by the British troops during the war of the Revolution, one of the finest celebrations arranged in years will be staged in South Boston and Boston proper tomorrow. Visitors numbering more than 200,000 are expected to take part in the events.

BRILLIANTLY DECORATED

In view of the fact that 1930 is the tercentenary year, the programmes arranged are far more elaborate than usual. South Boston has decked herself with national colors in profusion. Private residences, public buildings and her streets are bright with bunting. Here and there is a brilliant touch of green, reminding the passerby that the peninsular district is not unmindful that March 17 is also the birthday anniversary of St. Patrick, patron saint of Ireland.

The celebration will get under way tonight when, in the Broadway Theatre, South Boston, the annual patriotic programme is presented under the joint auspices of the city of Boston and the South Boston Citizens' Association. Mayor James M. Curley and William H. McSweeney, former assistant district attorney of Essex County, will be the orators. There will also be declamations by South Boston school students and a fine musical programme.

Unveil Tablet in Hub Tomorrow

For the first time in years Boston will stage a little celebration of her own by commemorating the 154th anniversary of the naming of State street. It was from the corner of Chatham and State streets that the British embarked when they sailed away from the Hub.

This celebration will open at 9 o'clock tomorrow morning, when buff and blue placards will be placed on historic sites along the street. At 1 o'clock a short parade, under the direction of Major James W. H. Myrick, will start from Pemberton square, pass through Scollay square to Court street, to State street, to Chatham and State streets. There a bronze tablet, marking the evacuation, will be unveiled.

In the parade will be the Public Celebrations Committee on Marking Historical Sites, the Ancient and Honorable Artillery Company of Massachusetts, the First Corps Cadets, the Fusiliers Veteran Corps, American Legion, Veterans of Foreign Wars, Dorchester High School Cadets and Sons of the American Revolution.

Celebration to Open at 9 A. M.

The South Boston celebration will open tomorrow morning at 9 a. m. with special shows in the theatres for children. An hour later the annual Evacuation Day breakfast of the Mayor of Boston will be held at the Copley-Plaza Hotel.

At the same time members of the South Boston Citizens' Association and invited guests, with an escort from the Michael J. Perkins Post of the American Legion, will march from the Legion clubhouse to Dorchester Heights, where a wreath will be laid at the base of the monument. Brigadier-General John J. Richards, former adjutant-general of Rhode Island, will reply. The invocation will be made by the Rev. J. Walter Lambert of the Gate of Heaven Church, South Boston and the benediction will be pronounced by the Rev. Howard A. Morton, former pastor of St. Phillip's Congregational Church, South Boston. Dr. William H. Griffin, former State commander of the American Legion, will preside.

Over 10,000 in Big Parade

At 2 p. m. the great parade will get under way. More than 10,000 men and women, members of military, patriotic, civic and social societies will participate. During the parade a fleet of army and navy planes will circle overhead.

The route is longer than usual and the starting place is a new one. The parade will start from Edward Everett square along Columbia road to Dorchester avenue, thence along Dorchester avenue to Dorchester street to West Sixth street, to E street, to West Fourth street, to G street, to Thomas park to East Sixth street, to H street, to East Fourth street, to I street, to Columbia road, to L street, to East Fourth street, to Farragut road, to East Broadway, to West Broadway as far as Dorchester avenue, where it will be dismissed.

There will be three reviewing stands along the line of march, one for the gold-star mothers at L street and Broadway, another for the invited guests at B street and Broadway and another for the chief marshal and his staff at A street and Broadway. Edward C. Carroll will be the chief marshal with Lieutenant Edward M. Sheehy as chief of staff and Major Paul Hines as adjutant.

Many Other Holiday Events

Guests of the occasion will include Mayor Curley, Governor Frank G. Allen, Lieutenant-Governor William S. Youngman, District Attorney William J. Foley, Congressman John W. McCormack, members of the General Court, members of the City Council and representatives of patriotic organizations.

Following the parade there will be open house in the district until 8 p. m. when the annual banquet of the South Boston Citizens Association will be held in the Elks Hotel. Congressman McCormack will be the chief speaker.

Other holiday events are on the programme for tomorrow night. The Charitable Irish Society will stage its 193rd anniversary dinner in the Hotel Somerset. Guests will include Postmaster-General Walter F. Brown, former Assistant Attorney-General John F. Crosby, Governor Allen and Mayor Curley. Attorney Joseph Joyce Donahue will preside.

POST 3/16/30

Municipalities Federation Discusses New Taxation Plan



MEMBERS OF FEDERATION OF MUNICIPALITIES AT TAX CONFERENCE

This picture, taken yesterday at Cambridge City Hall, shows a group of the members of the Federation of Municipalities Within the Metropolitan Area. They were meeting with members of the Legislative Tax Commission for a discussion of the assessment of taxes on the various cities and towns.

Members of the Federation of Municipalities within the Metropolitan area, representing 18 cities and towns, met at Cambridge City Hall yesterday afternoon, where they discussed the new taxation system as recommended by the Legislative Tax Commission. Three members of the commission were present to outline the plan and answer questions.

Representative Joseph E. Perry of Belmont described the scheme, which, he said, was intended to relieve the burden on real estate for the benefit of the home owner and industries. This burden, he said, would be shifted to corporation assets and other intangible property, which he declared were increasing rapidly each year.

City Auditor Rupert S. Carven of Boston opposed this theory, stating that in his opinion such taxation would bring a fluctuating return, according to business conditions. He said he preferred taxation which would bring in a fixed return. In reply, members of the commission said that the fluctuation would be almost negligible.

Mayor Thomas J. McGrath of Quincy expressed himself strongly in favor of the commission's recommendations, but added that he wished it would go further and tax municipal bonds. He said that there was no reason for making municipal bonds tax exempt.

"Get after exempted personal wealth and relieve the small home owner," Mayor McGrath said.

A rising vote of thanks was given to the representatives of the commission at the conclusion of the meeting. They were Senator Erland F. Fish of Brookline, Representative Joseph F. Stone of Canton and Representative Joseph E. Perry of Belmont.

Members of the federation who were present were Mayor Patrick J. Dunne of Waltham, Mayor John J. Whalen of Chelsea, Mayor Edward H. Larkin of Medford, Mayor Andrew A. Casassa of Revere, Mayor Michael C. O'Neill of Everett, Mayor Richard M. Russell of Cambridge, Mayor J. Fred Manning of Lynn, Mayor John J. Murphy of Somerville, Mayor Thomas J. McGrath of Quincy, City Auditor Rupert S. Carven of Boston, Selectman Theodore G. Bramer and Assessor John T. Cunierford of Brookline, Selectman Michael O. Hauser of Arlington, Selectman Clifford S. Lovell of Watertown, Selectman Theodore A. Custance of Lexington, Selectman Howard Gliddon of Swampscott, Selectman Michael W. Comiskey of Dover and Selectman Harvey Woodward of Needham.

Post 3/16/30

BURKE WILL BE DROPPED IN SHAKEUP

Asst. Supt. Brodhead Also Listed for Removal

Plans for the biggest shake-up in the Boston public school system in recent years are being made and are about to be put into effect, it was learned last night.

If the plans go through, Jeremiah E. Burke, superintendent of schools since 1904, and whose salary is $12,000 a year, will not be reappointed to that office when his present six-year term expires next month.

BROADHEAD, TOO

Also, John C. Brodhead, assistant superintendent of schools, will be dropped, according to plans, although his term does not run out for another year.

In the case of Superintendent Burke, it was declared that the majority of the members of the School Committee believe that a younger man is needed for the office of superintendent because of changed educational methods of the present day. Superintendent Burke is 63. He has been connected with the Boston schools as an educator for 24 years.

It was understood that the plans to drop Assistant Superintendent Brodhead, whose salary is $6000 a year, have been under consideration for some weeks and that the plans have met with the approval of a majority of the School Committee.

Assistant Superintendent Brodhead's term does not expire until April, 1931. However, it was declared that the School Committee, which appoints the superintendent and the assistant, also has sufficient power to abrogate the term of either.

Committee Silent

Brodhead has been connected with the school system for many years. He has been a member of the Board of Apportionment for the past 10 years.

The plans for the shakeup in the school system extend, it was declared, beyond the heads. Changes are to be made, it was asserted, in the ranks of principals and teachers. Numerous transfers are said to be contemplated.

Attorney Joseph J. Hurley, chairman of the School Committee, would not comment last night on the impending shakeup, asserting he would not discuss this phase in any way. From an authoritative source, however, it was learned that the plans have so far progressed that a majority of the School Committee favor the taking of the successor of Superintendent Burke from the Boston school department.

In this regard, it was reported that either Assistant Superintendents Arthur L. Gould or Patrick T. Campbell is likely to be made superintendent.

TO START TUESDAY

Fin. Com. Will Investigate Attempt to Sell School Department Old Brewery Building

Charges made by Business Manager Alexander M. Sullivan of the school committee that "cheap politicians and grafters" tried to foist an abandoned Roxbury brewery upon the city for use as a storehouse for school supplies will be investigated by the Finance Commission in its probe of excessive school expenditures, it was learned last night.

Mr. Sullivan will be called as one of the star witnesses to name the alleged politicians and grafters who were interested in the attempt to unload the old Heath street brewery upon the taxpayers at a fancy price.

Chairman Frank A. Goodwin has recovered the file of information on the brewery which was collected in a previous investigation before he became a member of the Finance Commission, but upon which no public report was made. It was hinted that a former member of the school committee will also be called to testify as to the references made to the brewery case during the last municipal campaign.

RELIGIOUS PROTEST IN CITY TODAY

All Creeds Will Join in Denouncing Russia

For the first time in the history of the community, the three great religions of the world will combine in a meeting to protest against the religious oppression and destruction that is going on in Soviet Russia today. This meeting is held under the auspices of the Jewish Congress Committee of Boston. This meeting is held in conjunction with protest meetings that are held throughout this country and Europe. The Boston meeting will be held at Faneuil Hall this afternoon, at 2:30 p. m.

THREE NOTED SPEAKERS

The addresses are to be delivered by the Rev. Jones I. Corrigan, S. J., professor at Boston College, who will speak in behalf of Catholics; the Rev. Frederick Harlem Page, president of the Congregational Church and Missionary Societies as represented by the Federation of Churches of Greater Boston, Protestant, and Rabbi Harry Levi and Herman H. Rubenovitz, representing the Jewish community.

The State and city will be represented by Governor Frank G. Allen and Attorney-General Joseph E. Warner, Mayor James M. Curley and Congressman John W. McCormack. Samuel Kalesky, member of the Sinking Fund Commission for the city of Boston, will preside.

In New York city, at the Cathedral of St. John the Divine, the Rev. Dr. William T. Manning, Episcopal bishop of New York, will preside at the meeting. At the St. Patrick's Cathedral, New York, Cardinal Hayes, at high mass will offer prayer for Soviet Russia. At the Town Hall in New York city a protest meeting under the auspices of the American Jewish Congress will be held, at which United States Senator Simeon D. Fess of Ohio will be the principal speaker.

Campaign of Persecution

The Godless League, which is an official organization of the Soviet government, have been carrying on a very severe campaign against churches, synagogues and mosques. It has seized more than 100 synagogues and more than 3000 churches, and have converted them into dance halls, moving picture houses and club houses, and most of this has been done since the first of the year. They have taken everything that has metallic value and have melted it and given it to the Soviet authorities. They are carrying on a severe campaign against rabbis, priests and ministers, this season of the year, the approaching holidays, Easter and Passover, and now the Lenten season is on. They consider any one attending divine service or conducting such a service as counter-revolutionists and imprison them without trials. They have taught the children attending schools that if they have anything of religious value at home to bring it to the school and steal it from the parents, which a large number have done. If anyone has candlesticks used for religious purposes, they have taken them away and melted the metal.

This meeting does not intend in any way to interfere with internal political policy of the Soviet government of Russia, but they do want to voice the protest against the oppression and destruction against the rights and liberty of human beings, and who desire to worship God, according to their own dictates.

This meeting is non-sectarian and is open to the general public.

GLOBE 3/16/30

MAYOR HONORS ALBEE IN LETTER TO WIDOW

Mayor Curley has sent the following letter to Mrs Edward F. Albee at Larchmont, N Y:

"Dear Mrs Albee:

"I desire to extend you and the members of your family a sincere and earnest expression of my sympathy and sorrow in the death of your devoted husband.

"He was for many years a friend whom I cherished deeply for his splendid attributes of mind and heart.

"The labors of Mr Albee established the vaudeville profession in its best estate, and his successful accomplishment in bringing managers and artists together upon a plane of common fellowship is one of the beacon lights of the American theatre.

"He was a fine citizen, of loyal and patriotic spirit, imbued with a love of country that ever marked the story of his daily life.

"It was Mr Albee who was responsible for selling Liberty Bonds, in the amount of more than $27,000,000, that the United States might vigorously prosecute the World War, and save the world's destiny and the civilization of mankind.

"Through Mr Albee's generous auspice, the fund was raised that made possible the establishing of Monticello, the home of Thomas Jefferson, in the vale of Virginia, as a great patriotic shrine for lovers of liberty throughout the world.

"His great and loving labor as a leader of the American committee to raise the necessary fund for the equipment of the Memorial Theatre, in honor of William Shakespeare, at Stratford-on-Avon, endears his memory also in the minds and hearts of the people of the United States.

Mr Albe was one of the most unselfish men I have ever known. There seemed never a day should pass but what he aided some good friend upon the pathway of life.

"The loss of Mr Albee is indeed national in its character, for he was the friend of every good and righteous causee, and his service knew no boundary in the power of his genuine affection."

BISHOP SLATTERY IS LAID AT REST

ImpressiveFuneralServices in Trinity Church

Dignitaries of Episcopal Diocese and Prominent Laymen Attend

In Trinity Church, Copley sq, the same church where, eight years ago, Charles Lewis Slattery was consecrated a bishop of the Episcopal Diocese of Massachusetts, his funeral services were held yesterday morning. The same clergy and the same laymen active in this church, who gathered at that time to welcome his coming convened yesterday to do him honor on his departure, using the burial service of the revised Book of Common Prayer which was Bishop Slattery's crowning achievement.

All the clergy and laymen of this church and representatives of many other churches, and the State and the city and organizations in which Bishop Slattery was a worker, joined in the service. Three bishops of the Episcopal Church, Samuel Gavin Babcock of this diocese, John T. Dallas of New Hampshire, and James de Wolfe Perry of Rhode Island, conducted the service. They were assisted by three clergymen, Rev Frederic W. Fitts, president of the standing committee of this diocese, on which Bishop Slattery's authority and responsibilities have devolved; Rev Henry Knox Sherrill of Trinity Church itself, and Very Rev Philemon F. Sturges, dean of the Cathedral Church of St Paul. Judge Philip S. Parker, a member of the standing committee, was master of ceremonies.

The music was rendered by Francis W. Snow, organist of Trinity Church, assisted by the full choir of men and boys. The organ recital, which began the service, included a chorale by Brahms, "O World I Must Leave Thee," an arrangement of the Sanctus from the Ste Cecilia mass of Gounod, a choral prelude by Karg-Elert, "O God Thou Holy God," and "O Paradiso," by Dubois.

Solemn Procession

The funeral service began when the 200 clergy of this diocese, with the distinguished visitors and delegates, and the officiating bishops and clergy, entered the church in solemn procession, passing along the cloister from the parish house, where they had assembled and donned their vestments. As they came in Mr Snow played Chopin's "Funeral March," followed by a processional hymn, "O, Heavenly Jerusalem." The choir then sang the 121st Psalm, "I will lift up mine eyes unto the hills." Other hymns were included in the service, "Jesus Shall Reign" and Bishop Slattery's own hymn, "O, Master, Let Me Walk with Thee," and for a recessional hymn, one was used which tradition orders for the burial services of great leaders of the church, "For All the Saints."

The burial service which was used yesterday for the first time for any outstanding leader of the Episcopal Church in this State, was, significantly, a part of the greatest work of the late bishop. In his formal announcement of the completion of the revision of the Prayer Book, two years ago, he expressed his joy in the fact that in this burial service, "We have substituted New Testament trust for Old Testament fear," and this service, with its added cheerfulness and confidence, was used for him yesterday.

The service was extremely simple, and impressive for its simplicity. It followed the Prayer Book throughout, except for the inclusion of the general confession. There was no eulogy. No tributes, but music and many flowers. Those who had known Bishop Slattery met together, prayed together and departed. The service was divided as follows: Bishop Perry of Rhode Island read the opening sentences, Bishop Dallas of New Hampshire the prayers, and Rev Frederic W. Fitts the Scripture lesson. Bishop Babcock of this diocese read the closing prayers and pronounced the benediction.

Many Groups Represented

It was, however, a brilliant gathering, representative of all the organizations of the Episcopal Church, and of many institutions outside of this church which has enjoyed Bishop Slattery's assistance or leadership. Gov Frank G. Allen was there, with two aids, Lieut Col Horace Z. Landon and Capt Theodore L. Storer. Mayor James M. Curley was present, with Edmund L. Dolan, city treasurer of Boston. The Supreme Court of Massachusetts sent its representatives. Wellesley College, where the late bishop was president of the board of trustees, sent its president, Ellen Pendleton, with its dean, Alice V. Waitte, and a group of trustees headed by Miss Grace G. Crocker. Boston University, of which Bishop Slattery was a trustee, was represented by a group of deans and trustees of the various schools, headed by Pres Daniel L. Marsh.

Six of the younger clergymen of the diocess were pallbearers, Rev John S. Moses of Chestnut Hill, Rev William M. Wood, Rev Norman B. Nash and Rev Charles L. Taylor of the Episcopal Theological School in Cambridge, Rev Richard G. Preston of Grace Church, Newton, only recently instituted as rector by Bishop Slattery, and Rev William E. McEvoy of the Cathedral Church of St Paul. There were no honorary pallbearers.

Another significant group consisted of four former curates of Grace Church, New York city, of which Bishop Slattery was rector for 12 years; Rev Benjamin M. Washburn, now rector of the Emmanuel Church in this city; Rev John M. Groton of New Bedford, Rev Howard Weir of New Haven, Conn. and Rev Vincent Bennett of Milton. They were accompanied by personal friends of the bishop, Rev George Winthrop Sargent and Rev Sherrard Billings.

GLOBE 3/16/30

GARMENT WORKERS PLAN VICTORY PARADE

Will Celebrate End of Two-Day General Strike

Return to Shops Tomorrow After Demonstration in District

Plans were made by officers of the International Ladies' Garment Workers' Union yesterday to hold a victory parade and mass picket demonstration tomorrow morning in the garment manufacturing district, to celebrate the end of the two-day general strike here yesterday. Upward of 3000 of the workers, who quit the shops Thursday morning in their effort to enforce the five-day week of 40 hours and other demands, will return after the demonstration.

The parade will take place before the opening of the shops and will be confined to the garment zone, embracing Kneeland st, Washington st, Harrison av and intersecting streets. It will include a march to the union headquarters at 25 LaGrange st, where the members will obtain their working cards and return to their respective shops.

The two-year "peace pact" agreements between the union and the associations of the cloak and dress manufacturers, jobbers and contractors organizations were signed in Mayor Curley's office at City Hall yesterday. The Mayor, himself a signatory to the documents, has agreed to call a conference of half-a-dozen nonunion employers alleged to be encouraging substandard conditions in the industry. This conference, in the Mayor's office at 10 o'clock tomorrow morning, will be attended by union executives.

The strikers, at a mass meeting in Paine Memorial Hall, 9 Appleton st, yesterday afternoon, unanimously ratified the agreements reached with the organized manufacturers. The terms were explained by David Dubinsky, general secretary-treasurer; Max Amdur, vice president, and Joseph Bearak, counsel for the union. Dubinsky declared: "It was the shortest strike in the 30 years' existence of the international union, and was called and conducted without the slightest dislocation to the industry."

Judge A. K. Cohen is being talked of for impartial arbitrator, and he may be offered the position by Mayor Curley. He is said to be satisfactory to both sides. The union will open an office at the Hotel Avery tomorrow morning to meet independent manufacturers and individuals desirous of signing the new contracts.

Although a fight was waged between alleged strike-breakers and union workers yesterday morning at Kneeland and Beach st, no arrest was made.

MAYORS DIVIDED ON NEW TAX PLAN

McGrath Defends Change to Bring Industries

Auditor Carver Presents Boston View in Opposition

Members of the Federati-n of Municipalities within the Metropolitan Area at a meeting yesterday afterncon in Cambridge City Hall gave vent to their opinions for or against the newly proposed tax system, before members of the Legislature's Tax Commission. City Auditor Rupert S. Carver of Boston strongly opposed the system and Mayor Thomas J. McGrath of Quincy deemed it the best remedy for bringing industry to Massachusetts.

The members of the tax commission present were Senator Erland Fish of Brookline, Representative Joseph Perry of Belmont, Representative Joseph Stone of Canton and Representative Sydney S. Willi[illegible]s of Wellesley.

Relieve Realty, Says Perry

Representative Perry, introduced by Mayor John J. Murphy of Somerville, president of the federation, outlined the important phases of the new system, which, he said, is planned to relieve the great burden real estate now carries in the State. He said the trend had been to load the burdens of taxation more and more on real estate and relief was needed both on the home owner and industry.

It is the aim of the commission, said Representative Perry, to fix the tax according to the ability of the taxpayer. He said that industries were having trouble because of the city real estate tax.

Senator Fish Speaks

Senator Fish emphasized the danger in decreasing real estate values and said that the only hope was the taxation of intangible wealth.

Mayor John F. Manning of Lynn said it was not taxation that would solve the problem of getting more industry here. He cited the shoe industries of Lynn where the general salaries are $1500 per year, against the competition of other States where the average salary is $900.

That a flat fixed rate of taxation is needed instead of obtaining revenue from a fluctuating income was the argument of City Auditor Carver of Boston. He sees many difficulties in the new plan and said the present system of taxation ought not to be changed. Corporations, he declared, have not kept pace with increase cost in overnment as real estate has.

Representative Perry said in answer serious matter and it would only affect that fluctuation of income was not a particular community at a particular time.

The idea of a cigarette tax was brought up by Mayor Andrew A. Casassa of Revere, who said many States were deriving quite a high revenue from such procedure.

Wealth Hidden, Says McGrath

The report of the Commission on Taxation, according to Mayor McGrath of Quincy, was a step in the right direction. He said the taxation on manufacturers must be relieved, that they might be induced to come to this State. He declared that the old system did not offer such an inducement, and hence this State has been bereft of many large industries.

The indirect revenue received from employment would come to the towns and cities, Mayor McGrath said, and the ease on those doing productive work should be relieved. "Why exempt the man who owns municipal bonds?" he added. "Taxation should include all sources of wealth. There is a tremendous amount of hidden wealth here in the State."

Wilmot A. Reed, city treasurer of Gloucester, said that the cities and towns should adopt a different method in the time of collecting money and paying bills, to relieve large payments of interest.

Officials of Many Centers

The meeting was one of the largest attended. Among those present were: Mayor Richard M. Russell of Cambridge, Mayor John J. Whalen of Chelsea, Mayor Edmund H. Larkin of Medford, Mayor Andrew A. Casassa of Revere, Mayor Michael C. O'Neil of Everett, Mayor John F. Manning of Lynn, Mayor Thomas J. McGrath of Quincy, Selectmen Theodore G. Bremer of Brookline, Michael W. Comiskey of Dover William O. Hauser of Arlington, Clifford S. Lovell of Watertown, Theodore A. Custance of Arlington, Dr Howard Glidden of Swampscott; Assessors James Casey of Cambridge, Chester F. Heurlein of Dover, John T. Comerford of Brookline, John M. Liset of Revere, C. E. Aisbee of Revere and Mayor Patrick J. Duane of Waltham.

GLOBE 3/16/30

South Boston will welcome some 100,000 visitors tomorrow during the celebration of the 154th anniversary of the Evacuation of Boston by the British troops. The events arranged by the Evacuation Day committee from the South Boston Citizens' Association, with the cooperation of Mayor Curley and Public Celebrations Director J. Philip O'Connell will have their beginning tonight, when historic exercises are to be held at the Broadway Theatre, West Broadway, near F st, South Boston. An elaborate concert program has been arranged. William H. McSweeney of Salem is to give the principal address, and Mayor Curley will be one of the speakers.

Five distinct features have been arranged for tomorrow. There will be two shows at each local theatre, at which all children of the district will be guests of the chief marshal. Chief Marshal Carroll has made arrangements with the management of the theatres to have motion pictures and programs that will recall events in the city's history during its 300 years' existence.

While the children are enjoying their part of the program there will be a breakfast at the Copley-Plaza given by Mayor Curley to William H. McSweeney. At tonight's exercises, to start at 10 o'clock, Mayor Curley will preside.

Flag Raising Exercises

An added attraction to the annual celebration held in South Boston will be a flag raising on Dorchester Heights, Thomas Park, on which hill stands the monument which marks the spot where Washington and his Colonial forces baffled the British officers.

Organizations from South Boston will take part in this event and there will also be a delegation from Rhode Island, headed by Brig Gen John J. Richards, former Adjutant General of the State and a former United States Marshal under President Wilson's Administration. The delegation includes in its membership direct descendents of the men who made possible the victory at Dorchester Heights as soldiers in the Colonial Army. Gen Richards will be speaker, and a wreath will be placed on the monument as a tribute to the heroes of 1776.

Lieut Gen Edward L. Logan of South Boston will make the address in reply to Gen Richards.

Dr William H. Griffin, chairman of the committee, will preside at the exercises. The invocation will be given by Rev Walter Lambert of the Gate of Heaven church and the blessing by Rev Howard A. Morton, formerly pastor of the Phillips Congregational church, South Boston. The Gate of Heaven Boys' Band will play.

Prior to the assembly at the monument, there will be a short parade. Organizations from South Boston will assemble at the Perkins Post on East Broadway and march to the historic spot. The flag will be raised to the top of the flag pole and then lowered to half staff in respect to the late William H. Taft, who, while in office as President of the United States, was a guest of honor of the Evacuation Day committee of South Boston in 1912.

South Boston Parade

The afternoon will be devoted to a street parade which will have two large divisions, under direction of Chief Marshal Edward C Carroll and a group of well-known military men of South Boston.

When "Jack" O'Brien was taken seriously sick shortly after he was appointed as marshal for the civic division, Daniel J. Haley was called upon and, through his efforts, a civic division has been well organized which will represent South Boston's organizations and its industries. Floats in the line of march will depict events in Boston's history.

Although there are few regular Army men in and around the city, there will be a delegation in the parade. The largest regular forces will come from the Navy. A battleship will send every available man to take part. All men from the Navy Yard have also been ordered to participate in the parade. The Navy Band, always a special feature, will be in line.

The largest military unit of National Guard forces will be the entire 101st Infantry, M. N. G., under command of Col Arthur W. Desmond. This organization, with all its component parts from various sections of the State, will lead the National Guard units. The men have recently been equipped with new uniforms. South Boston has always accorded the regiment a wonderful reception.

The 372d Infantry will have a complete battalion in the parade. There will also be a squadron of cavalry, several artillery batteries and special units of the National Guard.

The Massachusetts Nautical Training School will have a delegation representing the school.

Big Turnout of Veterans

Chief Marshal Carroll anticipates the largest turnout of veterans in many years, although the delegation of G. A. R. veterans will be much smaller, the old Post 32, G. A. R., now being out of existence with every member now dead. The Spanish War veterans have been making special efforts to have available man in the line of march. Legion officials at the State House have sent requests to all posts around Boston to have details in the parade. Commander Eugene Daly of the Perkins Post, A. L., is preparing a royal welcome for all Legion men.

The Veterans of Foreign Wars are expected to turn out in greater numbers than ever. Automobile will be provided for wounded veterans and Gold Star mothers. Women's auxiliaries of various organizations will take a position in the line of march. The rear of the military section will include cadet organizations from places around the city.

The civic division will follow the military organizations. At least 26 floats have been promised. John O'Brien is expected to lead this organization over the parade route.

The parade will start at 2 p m from Edward Everett sq and pass over the longest route arranged since the World War.

Reviewing stands will be located at L st and East Broadway, where Gold Star mothers will have an opportunity to view the parade at B st and Broadway, where distinguished guests will see the marching organizations, and at A. st and Broadway for the chief marshal and staff.

Will Fly Over Parade

Lieut Robert L. O'Brien, State supervisor of aviation, will pilot an O-11 Army airplane over the route while the parade is in progress. A committee of persons arranging the Evacuation Day program will inspect Lieut O'Brien's plane before he makes his flight over the city.

The chief marshal expects to have 10,000 in line. He has made arrangements to have a sufficient number of policemen on duty during the celebration.

The parade is expected to be concluded at 5:45 p m.

The final feature in the long day of activity is the annual banquet of the South Boston Citizens' Association at the Elks' Hotel. James P. Hoar, chairman of the committee, expects there will be 300 present at the banquet. Congressman John W. McCormack is to be the speaker. Guests include Gov Allen, Mayor Curley, Gen Logan, Dist Atty William J. Foley and a group of others. Thomas P. O'Connor will be toastmaster.

Open house will prevail in every section of the district. Hundreds of house parties have been organized. Yacht clubs will keep open house for visiting yachtsmen.



DR WILLIAM H. GRIFFIN
Chairman of Committee on Dorchester Heights Exercises

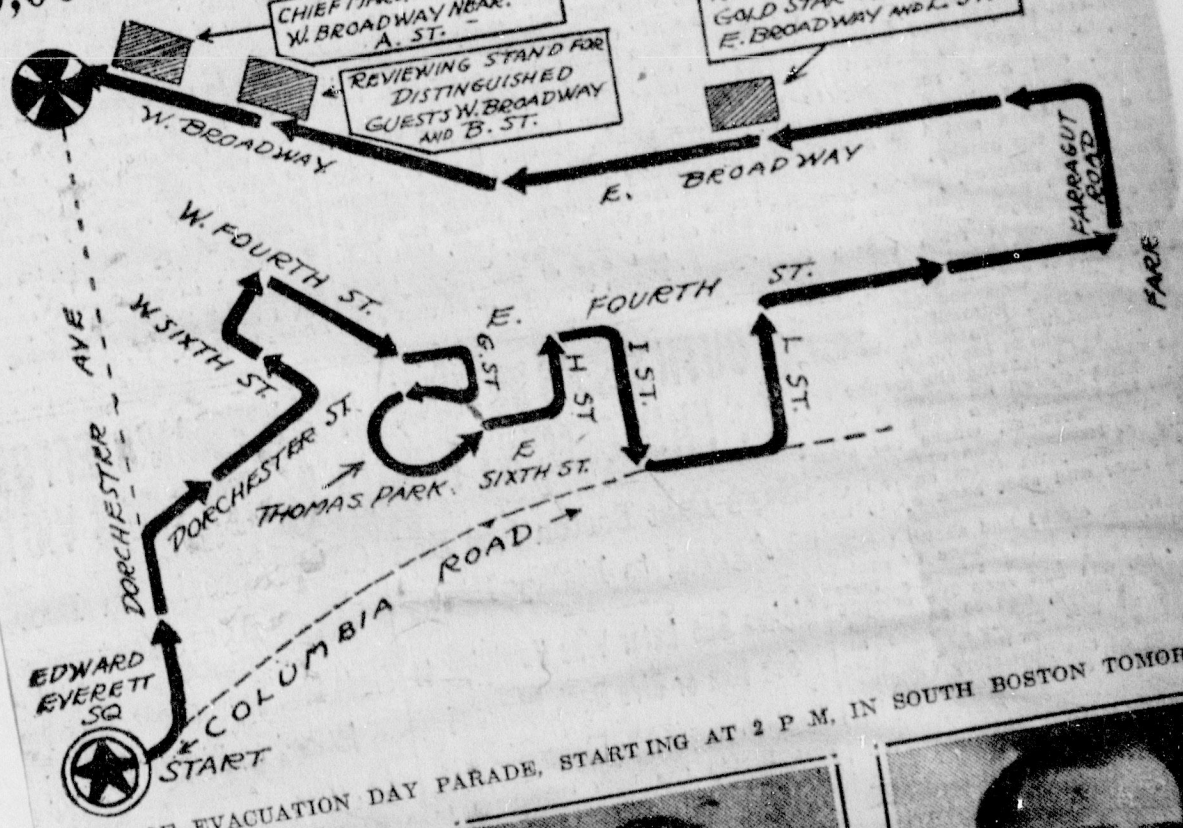


CONGRESSMAN JOHN W. McCORMACK
Orator for Evacuation Day Banquet

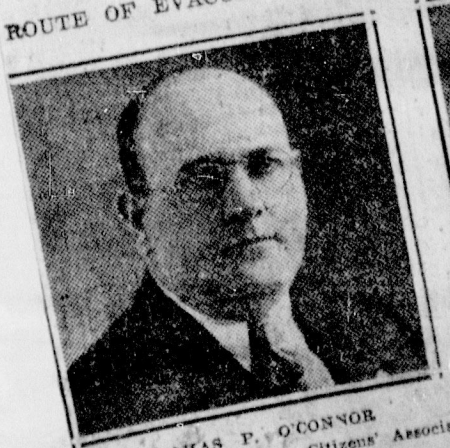
GLOBE 3/16/30

SOUTH BOSTON'S BIG PARADE TO FEATURE EVACUATION DAY

District to Welcome 100,000 Visitors—Military Units, Veterans, Floats, to Figure in March of 10,000—Flag-Raising at Dorchester Heights



ROUTE OF EVACUATION DAY PARADE, STARTING AT 2 P M, IN SOUTH BOSTON TOMORROW



THOMAS P. O'CONNOR
Postmaster South Boston Citizens' Association Banquet



EDWARD C. CARROLL
Chief Marshal of South Boston Parade



JAMES P. HOAR
Chairman of Evacuation Day Banquet Committee

C-Lodge 3/16/30

By JOHN D. MERRILL

Ex-Senator William M. Butler, now a candidate for the Republican nomination for the office he once held, did what almost everybody expected he would do, when he made a public statement the other day that he believed the 18th Amendment to the Federal Constitution, the Volstead act and the "Baby Volstead act" in Massachusetts should continue in force. Doubtless many people who hoped Mr Butler would take the wet side of the prohibition issue, or at least ask for an amendment of the Volstead act, were disappointed, but they had little cause to expect he would do so.

The active opponents of prohibition say—and perhaps the statement is true—that no Republican candidate for office who favors the Volstead act can be elected in Massachusetts next Fall, and for that reason they urge every candidate to take the wet side. They apparently do not realize that his prospects would probably be even more unfavorable if he did what they want him to do?

Almost all of the political experts think that a majority, and probably a large majority, of the Republican voters in this State are dry. The day when a man can dodge the prohibition issue has gone, and, if Republican candidates must choose between the opposing schools of thought in their party they will naturally support the one which in their opinion has the largest number of votes, unless they have decided opinions of their own. There is no basis for supposing that Mr Butler acted from anything but a sincere conviction, but if he had in mind only the matter of policy he would, under the circumstances, oppose the wets.

Other political considerations also have weight, and probably Mr Butler was not unmindful of them. President Hoover, the national leader of the Republican party, supports prohibition. Gov Allen, who will head the State ticket next Fall, has said that he thinks the "Baby Volstead act" should remain on the statute books. It would be a strange condition of affairs indeed if the Republican candidate for the United States Senate disagreed with the President and the Governor on the issue which will probably be the most important one in the coming election.

It may be taken for granted also, although there is no evidence on the point, that Mr Butler did not act until he had communicated with Ex-President Coolidge. The two are so close that probably neither would take a position on an important issue without consultation with the other.

The Prohibition Issue

For the reasons just stated, most of the politicians hold the opinion that former State Senator Eben S. Draper, who up to the present time is the only opponent of Mr Butler for the Senatorial nomination, can hardly expect, no matter how much he may hope, to be nominated in the Republican primary next September. If it is true that a majority of the Republicans in the State are on the dry side it is unlikely that they will nominate a wet when there is a dry candidate in the field.

A good many wet Republicans who have hitherto been warm supporters of Senator Butler may be embarrassed by recent developments. They must decide whether they will continue to vote for him in spite of his attitude on prohibition or will desert Draper on that issue alone. But whatever they do their number is probably not large enough to determine the result in the Republican primary, particularly as the supporters of prohibition will now work with enthusiasm for Mr Butler unless some other candidate who is also satisfactory to them enters the contest.

Nothing has been heard from Ex-Gov Fuller, who has been the subject of so much rumor and gossip in connection with the Senatorship. The politicians still believe that he would be by far the strongest candidate the Republicans could nominate for the Senate, but the impression is growing that he will not run, especially as Mr Butler has come out in support of President Hoover.

There is a growing feeling that, although the "Baby Volstead Act" may be repealed in next November's election, the majority against it will be by no means as large as the most ardent of its opponents have predicted. Some of the conservative people on that side of the fence admit that the vote taken in 1928 in the Senatorial districts in the State was not, after all, an accurate measure of public sentiment on prohibition and that many of the men and women who, when nothing was at stake voted to ask their Senators to favor the repeal of the 18th Amendment may not be so ready to vote for the actual repeal of the "Baby Volstead Act." Time alone will determine whether this guess is a good one.

Whatever the reason is, the prohibition people are more sanguine than they were a few weeks ago. The careful ones do not go so far as to prophesy that the "Baby Volstead Act" will be retained, but they say they have been greatly encouraged by the results of their canvasses in different parts of the State and particularly by the efforts which the women are making to bring out the vote in favor of the act.

Democratic State Candidates

So far as the Democrats are concerned it apparently must be assumed that the party nominee for Governor will be a resident of Boston. Ex-Mayor John F. Fitzgerald is already a candidate for that office, the friends of Gen Edward L. Logan say he will certainly run, and there is the further possibility that Ex-Mayor Andrew J. Peters may be in the field, particularly if the other two just mentioned go into the caucus.

If the nominee for Governor is to be a Boston man, the candidate for the United States Senate will doubtless come from some other section of the State. Although Boston and the municipalities immediately surrounding it cast a very large Democratic vote, the members of the party who live elsewhere will not take kindly to any scheme which would give the two most important nominations to the State metropolis. For this reason the suggestion of the names of Boston candidates for the Senatorship does not meet with great favor.

Ex-Mayor Marcus A. Coolidge of Fitchburg has not yet made a formal announcement of his candidacy for the Senate, but his friends have already begun work in his behalf and it may be that he will have something definite to say when he returns from the South, where he and many other well-known Democrats are at present sojourning. Mr Coolidge is prominent in his section of the State and has been the party nominee for Lieutenant Governor. He is a business man, and it is said that he will be able to finance his own campaign. His supporters believe that the name Coolidge of itself will attract votes in Massachusetts.

Joseph B. Ely of Westfield, another well-known Democrat, has been suggested as a candidate for the Senate, but the latest report—it may not have come from Mr Ely himself—is that he will not run. Such stories are sometimes distributed for the benefit of other candidates. Thomas C. O'Brien has been proposed as a candidate for the Senate, but unfortunately for himself he lives in Boston. Representative Roland D. Sawyer of Ware stated some time ago that he would be a candidate either for the Governorship or for the Senatorship; as far as the record goes, he has not yet made up his mind which office attracts him most. It is said also that Ex-Mayor Peter F. Sullivan of Worcester may be a candidate for Governor. It might be possible, if the Democratic primary vote in Boston were split into small fractions, for a candidate from Worcester to win the nomination, but as has been said, the common understanding at the moment is that the nominee for Governor will claim residence in Boston.

Democratic Mayors' Banquet

The Democrats of Massachusetts will hold in the Hotel Statler in this city on the evening of Monday, March 31, what has been designated as the Mayors' Night Banquet. Some people will be surprised to learn that 17 of the cities in this State now have Democratic mayors; that statement indicates how political conditions have changed in the last few years. It is said that every one of these local chief magistrates has accepted his invitation to the dinner and also that many other prominent party men will attend. It is to be hoped, for the sake of those at the dinner, that not all of the 17 Mayors will speak, or that, if they do make addresses, they will be short.

According to Henry E. Lawler, chairman of the Democratic city committee of Boston, and Charles H. McGlue, formerly chairman of the Democratic State committee and now president of the Al Smith League of Massachusetts, who are in charge of the dinner, the attendance will be the largest on record. It is said that the high figure was set at one of the dinners of the American Legion, when 1964 had places at the tables. The managers of the coming dinner state that more than 2000 reservations have already been made and that the number is steadily growing. Delegations from all of the cities and many of the towns in the State have already made arrangements to be present.

It may well be that this dinner will be "the opening gun" of the 1930 political campaign in Massachusetts and that interesting information in regard to the possible candidates for Governor, United States Senator, and other important offices will be forthcoming. The principal trouble in prospect for the Democrats is the likelihood that they will have too many candidates. The leaders would like to restrict the field, or at least to bring it about that unavoidable pre-primary contests shall be of such a nature that no bitterness will result, but in a year when the chances of electing Democrats seem to be almost unprecedently favorable the task of holding down ambitious members of the party will be by no means an easy one.

HERALD 3/16/30

Contd

Two months ago Mayor Curley filed a bill seeking similar relief. The committee on rules conducted a hearing on the measure, but lacking strong support, Curley was unsuccessful in obtaining action. His bill would give authority to the mayor or board of selectmen to declare an emergency, with reference to employment, with the power then to suspend the civil service regulations in a particular locality. There now is no need for his proposed bill.

The proposed investigation of the board of apportionment of the school committee undoubtedly will delay action on Mayor Curley's bill seeking an appropriation for schoolhouse construction to be financed on a bond issue. The money involved in schoolhouse construction in Boston is enormous.

From 1916 to 1929 the city of Boston spent $32,500,000 from taxation for such construction. That sum is in addition to the annual appropriation for running the schools now amounting to about $20,000,000. Notwithstanding this, there are more than 200 portables in use for class rooms. The city is confronted with the problem of eliminating them by an intensive building program over a period of years or else continuing to keep the pupils in the portables for a considerable period of time.

GOOD FOR MORE THAN 25 YEARS

School buildings are durable and ordinarily good for more than 25 years. Mayor Curley believes that every pupil should be housed in a permanent, sanitary, fireproof building. To inaugurate an intensive building program outside taxation would place too great a burden on the present taxpayers. With the proposed bond issue the program could be completed within three years with the children using the new facilities while they are being paid for.

Mayor Curley seeks $15,000,000 in bonds over a three-year period. That would give Boston $50,000,000 in construction in 16 years with only an indebtedness of $15,000,000. The proposed investigation of the board of apportionment naturally must delay the ambitious program.

The legislative sessions are beginning to become much more interesting than they have since Senator Mulhern launched his campaign against the police department and Oliver Garrett. Recently there was the book censorship bill and now in rapid sequence will come the climax to the measure in the House, the anti-steel trap petition; the insurance battle, the fight to give Boston home rule in civil service appointments for departmental heads and on the distant horizon the bill for repeal of the Baby Volstead act.

Wendell P. Thore's pet, the general old age pension bill, ought to emerge from the committee presently. Last year his bill for contributory old age pensions, backed by organized labor, was carried in one House vote by 114 to 104, but subsequently was rejected by 106 to 110.

This is election year and conservative members of both branches are apprehensive of that legislation. The Democrats are likely to be almost solid for it. Again, this time the Thore bill has the indorsement of organized labor, but it is feared by them that the pensions committee may report a new combined law that will contain a public welfare department string attached to it. That will be unsatisfactory to the old age pension advocates. They term it "refined pauperism."

Ten states have adopted some system of old age pensions and national bills have appeared from time to time in Congress. Massachusetts has spent $115,000 in investigating the subject and has made no definite progress. Its advocates favor it as an economic welfare.

Every automobile owner in the state will be interested in the automobile excise tax bill reported late last week. Its intent is to liberalize and clarify the present statute through the benefit obtained from the first year's experiment with the present law.

It gives the taxpayer the right to apply for abatement within six months from the date of bill or date of sale, whichever is the later, and allowing the tax to be apportioned on a monthly basis. Under the proposed bill if an owner disposes of one car and purchases a new one in the same year he will not be liable to full taxation on both, as has been the case by the interpretations of many local boards of assessors.

TAX RELIEF FOR REALTY ARGUED

Rep. Perry's Proposal Draws Counter Plan from Auditor Carven

WOULD IMPOSE TAX ON MUNICIPAL BONDS

A proposal by Representative Joseph E. Perry of Belmont to relieve the taxation burden on real estate owners by an increased imposition on tangible property invoked a vigorous debate at yesterday's meeting of the Federation of Municipalities in the Greater Boston Area at Cambridge City hall, during which Rupert S. Carven, city auditor of Boston, offered a counter-proposal to tax municipal bonds.

Auditor Carven, who was sent as Mayor Curley's personal representative, agreed there should be some form of tax relief provided immediately, but declared the burden should not fall too heavily on individual citizens or corporations.

FLAT RATE

"A flat rate on real estate for the entire state is needed," he declared. "The state should not attempt to obtain revenue from fluctuating corporations."

One of Representative Perry's staunchest supporters was Senator Erland Fish of Brookline, a member of the legislative committee on taxation, who declared increased levies on tangible property offered the only relief from the present taxation situation.

Senator Fish declared the time has come when real estate owners should be relieved of the burden of taxation that has been theirs through the rapid rise in real estate valuation during the last decade. The proper form of taxation, he asserted, would bring new industries to Massachusetts just as fast as the present form forces them to seek other locations.

Yesterday's meeting was the largest and one of the most important since the federation was started less than two months ago. Eighteen cities and towns were represented and the comment of the several executives revealed the attitude of the various municipalities on the pressing question of taxation. Stoneham was extended an invitation to join the group.

Mayor Thomas J. McGrath of Quincy declared the new taxation proposal to be a step in the right direction, although he opposed it in its present form, on the ground that a man should not be heavily assessed for his personal property.

He declared the state has lost many plants, which would have otherwise located here, had not the present form of taxation been in existence. Small craftsmen, he asserted, should be exempt from paying tribute to municipal costs.

CIGARETTE TAX

A further proposal was presented by Mayor Andrew A. Casassa of Revere, who stated that Massachusetts might profit by the example of Kansas in levying a tax on cigarettes.

In addition to the various executives of the cities and towns, several assessors also attended the meeting yesterday.

The town officials who were present included: Mayor Richard M. Russell of Cambridge, Mayor John J. Whalen of Chelsea, Mayor Edwin H. Larkin of Medford, Mayor Casassa of Everett, Mayor Michael C. O'Neill of Revere, Mayor J. Fred Manning of Lynn, Mayor Patrick J. Dusane of Waltham and Selectmen Theodore G. Bremer of Brookline, Michael W. Comiskey of Dover, William O. Hauser and T. A. Custance of Arlington, Harvey Woodward of Saugus, Clifford S. Lovell of Watertown and Dr. Howard Glidden of Swampscott. The assessors included: James Leahy of Cambridge, Chester F. Heurlein of Dover, John T. Comerford of Brookline, John M. Liset and C. E. Alsbee of Revere.

Representative Joseph Stone of Canton, Representative Sydnes S. Williams of Wellesley and City Treasurer Wilmot A. Reed of Gloucester were also in attendance.

[illegible] live in Boston. Representative

HERALD 3/16/30

REPUBLICANS OF STATE GLAD THEIR SENATORIAL ASPIRANTS STAND SQUARE ON LIQUOR ISSUE

By W. E. MULLINS

It is readily conceded among Republicans that the uncompromisingly dry pronouncement issued Thursday by William M. Butler has resolved the party primary contest for the United States Senate into a two-man engagement between him and Eben S. Draper, apostle of the wet faction within the ranks.

Members of the party, regardless of their position on the subject of rum, are gratified to know difiniately that there thus far are no nondescript candidates seeking places on the state ticket. Not yet has any candidate come forward walking a tight wire on the subject of booze. They are either for it or against it. No fool-proof platforms, like the one which encountered disaster in the second congressional district, have been advanced.

It's true that Draper's position has not yet been clearly enunciated. In the 1928 primary he occasionally objected to being designated as a wet. He never has come out against the 18th amendment, but he has frankly declared that he would vote for modification on the ground that he is convinced that the amendment is in an impregnable position in the Constitution.

Privately he has stated that he will meet any wet Democrat on equal terms on prohibition in the approaching campaign. Nevertheless he has never issued a statement as definite as the dry document prepared by Butler. Two years ago he was endorsed by the wet Constitutional Liberty League and although he declined to give a "yes or no" answer to the Roosevelt Club question "Do you endorse the principle of the 18th amendment?" he did say that he would vote for modification of the Volstead act.

Party leaders are confident that Butler will win the nomination, and they also are agreed that he will be compelled to wage a stern fight to defeat his Democratic rival, who undoubtedly will be wet. Positive disaster to the party lurks in the background in the event that Draper upsets expectations and wins the nomination.

HOPES FOR UNITED PARTY

Amos L. Taylor, chairman of the Republican state committee, is optimistic that there will be a united party in the election, regardless of the outcome of the primary. The foundation for that optimism is none too secure. In the event of a Draper victory, it is almost a certainty that the fanatical drys will desert the party and throw their support to an independent candidate.

It is impossible to picture such crusading dry Republicans as Dr. Conrad and Mrs. Tilton standing idly by to watch the outcome of a contest in the election between Draper and a wet Democrat. Whom could they draft? The strongest independent in the situation of that possibility would be former Gov. Fuller. He is dry enough and surely could command the united support of the irreconcilable drys.

Fuller campaigned as a Progressive in the fight that Roosevelt waged against the party in 1912, and in the event of a duel in the election between two wets it is not unreasonable to see a chance for a dry independent taking possession of the seat to be vacated by Senator Gillett.

To the politically minded, all sorts of possibilities are being conjured up in the prevailing situation. The suggestion advanced by Chairman Taylor for a poll of the registered Republicans on the state on the prohibition issue meets with the favor of Draper, but friends of Butler see no advantage to be gained from it.

The chances are by no means remote that the well-meant suggestion will sleep soundly in the arms of the executive committee to which it was committed for further study last Thursday.

One of the party's most valuable assets in the election will be President Gaspar G. Bacon of the Senate, presumably a candidate for re-election. Each day sees him loom up to greater proportions in the party councils.

In past campaigns his ability to produce votes for the party has not been capitalized to its greatest extent. During the current session of the Legislature his services have been in constant demand as a speaker at political and fraternal assemblies, and he has charmed his audiences with his statesmanlike qualities.

ACCOMPLISHED LINGUIST

Like Congressman A. Piatt Andrew, President Bacon is a linguist. So fluent is his command of French and Spanish that he is ably equipped to deliver an address in either language. With Butler determined to make a fight for votes among the racial groups, Bacon's familiarity with French can be capitalized.

The program instituted by President Bacon in his address at the opening of the Senate, New Year's day, has begun to show results. The purpose of his program was the improvement of the quality of legislation.

This year, for instance, 1482 bills have been presented for attention, as compared with 1432 last year and 1340 the previous year. President Bacon believes that the two chief reasons for this annual flood is the necessity for special or local legislation and the lack of appreciation on the part of many sincere and enthusiastic people of the fundamental principles of law making.

To remedy the first defect President Bacon introduced nine bills and four of them already have been enacted into law. They are based on the principle that too much of the Legislature's time is devoted to local matters which can be more effectively and appropriately dealt with by the local communities particularly affected.

Cities and towns, he maintains, should have greater latitude to borrow for legitimate municipal purposes. They should not be required to resort to the Legislature for permission to finance logical and necessary improvements. Consequently he proposed a general law raising the borrowing capacity of cities and towns to a reasonable extent and under proper safeguards.

Under such a general law, the 36 special acts enacted in the last session would not have been necessary.

He also has advocated a general law raising the maximum amount of property which can be held by charitable, educational or religious corporations, permission to do which is granted each year by many special acts. This bill also has been enacted into law. His other bills would have the general effect of giving more home rule to the municipalities.

TENDENCY TO COMBAT

In regard to constant running to the Legislature on every pretext to pass a law President Bacon recently declared himself at the State Federation of Women's Clubs.

In that address he said "We must combat the tendency to legislate on every conceivable subject. We are suffering from over-legislation. In 1921 state legislatures passed more than 18,000 laws. A law should not be enacted because some enthusiastic individuals hope and perhaps believe that it will do some good.

"We must be convinced that the evil sought to be remedied can and should be remedied by statute and cannot be remedied by other means. There is much that government cannot do and should not attempt. Law, to be effective, must have behind it the approval of the community. The will of the majority has to be carried out as well as declared. It is idle to talk of respect for law when a law is not worthy of respect."

The value of being allied with the party in power was demonstrated last week when the Legislature, in a period of 25 hours, enacted a temporary pension of the civil service laws at the request of Gov. Allen as a means of relieving the conditions of unemployment. Gov. Allen, once he had determined his course, reached his objective with speed and dispatch. He proved the value of being in power.

HERALD 3/16/30

TO CUT CURLEY'S $10,000,000 CITY STREET PROJECT

Legislative Committee Also Postpones Action on $15,000,000 for Schools

TO AWAIT OUTCOME OF FIN COM PROBE

Unwilling to Allow More Than $4,000,000 for Road Building

The legislative committee on municipal finance has decided to slash Mayor Curley's $10,000,000 program for street improvements in Boston this year and to alter materially his $15,000,000 project for a three-year school building program.

The committee has tentatively decided not to allow more than $4,000,000 for street work and has postponed action indefinitely on the school building project as a result of the statement of Chairman Frank A. Goodwin of the finance commission that the latter is beginning a general investigation of school construction in Boston.

The mayor wished authority to raise the $15,000,000 by bond issues in contrast to the present pay-as-you-go policy of paying school construction costs out of the tax levy. About the time that Goodwin made known the plans for his investigation the committee was ready to favor a procedure which would allow an expenditure of $5,000,000 annually for three years but to require that $2,500,000 or $3,000,000 be taken out of the tax levy and the balance raised by bond issues.

TO AWAIT PROBE

The committee will now wait with regard to the school building program to see what Mr. Goodwin's investigation produces.

The situation concerning the plan to spend $10,000,000 on Boston streets this year has been complicated. When first announced at City Hall it was said that $6,000,000 would be expended on repairing accepted streets and the balance on putting into shape many streets not yet accepted. During the legislative hearing it developed that the bill was so drawn that the entire $10,000,000 would have to be expended on accepted streets.

As a result the mayor had a new bill drawn to apply generally to all kinds of street work on both accepted and those not accepted. A hearing will be held later on this new measure but the mayor's problem will be to convince the committee that he should be allowed to spend more than $4,000,000.

The committee's attitude is based on inquiries its members have made indicating that the city's engineering and supervisory force is not sufficient to undertake the expenditure of more than $3,500,000 a year and must be increased even if $4,000,000 is authorized. To allow the city $10,000,000, according to committee members, would require the city's forces handling its distribution to be at least trebled.

COMMITTEE MYSTIFIED

Members of the committee were greatly mystified over the changes which have taken place in the situation as far as the school building project is concerned. They have been informed from school committee sources that at first a majority of the school committee stood opposed to any departure from the pay-as-you-go policy but that when a hint from City Hall reached the committee that the finance commission might investigate the situation, Francis C. Gray was the only school committeeman left opposing the mayor.

At the legislative hearing on this measure, however, Chairman Joseph J. Hurley of the committee indicated he was not in complete accord with the mayor. Although the latter had at the time a letter from Chairman Goodwin of the finance commission making charges of waste against the school committee's board of apportionment, the mayor did not mention this at the time.

It was not until after the defunct schoolhouse commission, headed by Francis E. Slattery had made charges against the board of apportionment quickly followed by sharp criticism against the board by Goodwin that the legislative committee learned of the interest of the finance commission. Much of the ground the latter intends to go over has already been covered by the school survey committee of the school committee. Aware of this, the legislative committee intends to act with great caution until the atmosphere is cleared.

Goodwin and Slattery, yesterday issued statements saying that their attacks on alleged waste and delay in schoolhouse construction had absolutely no connection with any drive to prevent the reappointment of Jeremiah E. Burke as superintendent of schools. Burke ends a six-year term in April.

The Goodwin statement follows:

There appeared in at least one Boston paper this morning an intimation that the finance commission is making an attack upon Jeremiah E. Burke for the purpose of preventing him from being reappointed.

Whether this statement comes from Mr. Burke or from his friends, I would suggest that it will serve no good purpose, because in the first place the majority of the members of the finance commission are acquainted with Mr. Burke and friendly with him, and, so far as I am concerned, I did not know his term of office was expiring. I do not know him and have not the slightest feeling against him.

The public service rendered by Mr. Burke or by any one else connected with the school committee will be judged by facts and if any one thinks statements of the kind appearing in the morning paper will act as a deterrent to an honest investigation by this commission he will find themselves mistaken.

The Slattery statement follows:

So far as I know there is absolutely nothing in it. Certainly such a thought was never in my mind. I didn't even know that his term was almost at an end until informed by a member of the school committee within a few days, and subsequent to the adoption of the board's report.

I look upon Mr. Burke as a splendid educator. Our references to him in our report were quite appropriate, since the official communications involved in the matter were signed by him as superintendent of schools.

POSITION DIFFICULT

I should add that it has always been my belief that the educational duties placed upon the shoulders of the superintendent are so multitudinous as to make his position very difficult. It is my feeling that such duties as involve the consideration of matters purely material such as land and buildings, should be withdrawn from the scope of his official responsibilities, so as to permit him to concentrate on all other matters which are quite sufficient to require all the time of the superintendent of schools.

600 POLL TAX PAYERS HURRY TO CITY HALL

Curley's Edict Gives Office Staff Busy Saturday

Delinquent poll tax-payers to the number of 600 settled with the city yesterday. How many of them were city employes who were driven to pay by Mayor Curley's edict that April 1 will be the "deadline," could not be told by attaches of the collector's office, but the number was estimated to be more than one-half the total.

Tax collections were not much heavier yesterday than on any recent Saturday, but the number of poll tax bills paid was far above the average.

ADVERTISER 3/16/30

Curley Plays Role of Peacemaker



—Photo by Boston Sunday Advertiser staff photographer.

BY THE HELP of Mayor Curley yesterday the garment strikers and manufacturers reached an agreement which virtually ended the strike. About 1500 workers will return to their jobs on Monday and 1000 on Tuesday. Mayor Curley is shown at the peace conference held in his office. David Dubinsky is on the extreme left, then the mayor, Judge A. K. Coben and I. J. Colpak.

BOSTON 'DOLLING UP' FOR TERCENTENARY VISITORS

ALL Boston is beginning to "doll up" for the Tercentenary, and by the time the first of the 10,000,000 expected visitors arrive they will be greeted by a spotless town.

The official cleanup was launched yesterday by order of Mayor Curley. Workmen began the task of making the exterior of City Hall bright and glistening. A special cleansing compound will be used, instead of sand blast.

The statue of Franklin received the first treatment. Wendell Phillips is next in line. City Hall itself will be subjected to treatment beginning this week.

The Old State House and other municipally cared for buildings will also be cleaned.

Supt. of Public Works Joseph A. O'Rourke had a large number of men at work in South Boston yesterday, cleaning up the section in preparation for tomorrow, Evacuation Day.

land conference of health authorities from the six states, and will be featured as a part of the Tercentenary celebration observance.

Special clinics for doctors will be held at the various hospitals, and there will be dental clinics at the Tufts and Harvard dental schools and at Forsyth Dental Infirmary.

The institute will open April 14 and continue through April 18. Dr. George H. Bigelow, Massachusetts commissioner of public health, will give the address of welcome at the opening meeting.

The health institutes are sponsored by the health departments of the six New England States, also by the federal health service, colleges, professional schools and societies.

Surgeon-Gen. Hugh S. Cumming of the United States public health service will be one of the speakers. Others will include Dr. Elliott P. Joslin, celebrated expert in diabetes; Dr. Richard C. Cabot, Dr. Joseph C. Bloodgood, Dr. Herbert L. Lombard, Dr. Milton Roseneau, Dr. Charles F. Willinsky and Dr. Clarence C. Little.

Governor Allen and Mayor Curley will be among the speakers at the institute dance and dinner to be held April 15.

Dr. Bigelow, commissioner, heads the executive committee. He will be assisted by Dr. M. Luise Diez, Dr. Mary R. Lakeman, Dr. Clarence L. Scamman and Miss Mildred E. Kennedy, secretary.

HEALTH TALKS WILL FEATURE TERCENTENARY

Eighth New England "Institute" to Be Held Next Month at the Statler

"Milk-borne diseases" is one of the subjects to be discussed at the New Egland Health Institute to be held next month at the Hotel Statler. It will be the eighth New Eng-

ADVERTISER 3/14/30

7 NEW ENGLAND PRELATES AT RITES FOR BISHOP SLATTERY

Governor Allen and Mayor Curley Among Great Throng in Trinity Church at Funeral Services; Body Laid to Rest in Mt. Auburn Cemetery

"Well done, good and faithful servant, enter thou into the joy of thy Lord." These words will be the basis of eulogies today from every pulpit in the Episcopal diocese of Massachusetts on the passing of Bishop Charles Lewis Slattery.

After services in Trinity church yesterday, beautiful in their simple dignity, Bishop Slattery passed for the last time through the portals of the church he loved and his remains were committed to earth in Mt. Auburn cemetery.

Representatives of nation, state and city; clergy and laity of the six New England states, mingled with parishioners in tribute to the dead prelate. Trinity church was filled to overflowing and hundreds were unable to gain admittance.

Seven bishops of the New England states and several from other parts of the nation attended the services. Governor Allen and staff represented the Commonwealth; Mayor Curley the City of Boston.

MANY BISHOPS ATTEND

The prelates participating were Bishop James De Wolf Perry of Rhode Island, Bishop E. Campion Acheson of Connecticut, Bishop Chauncey Brewster (retired) of Cincinnati, Bishop Benjamin Brewster of Maine, Bishop John Dallas of New Hampshire, Bishop James B. Booth of Vermont, Bishop Samuel E. Freeman of Washington, Suffragan Bishop Samuel G. Babcock of Massachusetts and Bishop Ernest M. Stires of Long Island.

Bishop Lawrence of Boston arranged the church services and officiated at the burial service in the cemetery. At the latter he was assisted by his two sons, Rev. Appleton Lawrence of Providence, R. I., and Rev. Frederick Lawrence of Cambridge.

The seven honored clergy included four former assistants of Bishop Slattery, Rev. Dr. Benjamin Washburn, rector of Emmanuel Church; Rev. Vincent L. Bennett of St. Michael's Church, Milton; Rev. Loyal Y. Graham of Stratford, Ct., and Rev. Howard Weir of New Hampshire, with Revs. Sherrard Billings, Dr. Henry Nichols and George Winthrop Sargent.

SOUTH BOSTON OPENS ANNUAL FETE TONIGHT

Historical Exercises Precede Tomorrow's Great Military and Civic Parade

Historical exercises tonight in the Broadway Theater will open South Boston's 154th anniversary of the evacuation of Boston, to be climaxed tomorrow afternoon with the annual parade.

School children, city officials and many prominent South Bostonians will take part in tonight's ceremonies, with Mayor Curley and Mayor William H. McSweeney as principal speakers.

Tomorrow morning the real celebration will be opened with a breakfast given by Mayor Curley at the Copley-Plaza at 10 a. m., with Mayor McSweeney, civil and military dignitaries, officers of the South Boston Citizens Association and the parade chief marshals as guests.

In South Boston at the same time, with most of the section's buildings decorated with flags and bunting, children of the district will be entertained at the Broadway, Strand, Congress Hall and Municipal theaters.

Flag raising exercises will be held at the monument on Dorchester Heights.

veteran organizations of South Boston, the Gate of Heaven Church band, and the United Train of Artillery Veterans Association of Providence will take part.

Brig.-Gen. John J. Richards of Rhode Island will place a wreath at the base of the monument. Judge Edward L. Logan will be the orator.



E. C. Carroll

The feature of the day will be the military and civic parade, starting at Edward Everett sq. at 2 p. m. Close to 10,000 military men and civilians are expected to march over the route.

Edward C. Carroll, U. S. N. (retired), is chief marshal of the civic division.

REGULARS TO MARCH

Detachments of regulars from the army, navy, marine corps, national guard and reserve organizations will march over the longest route mapped out since the World War. The navy will have the largest detachment of regular forces.

Floats representing the industries of South Boston are expected to be entered.

The Women's Relief Corps the Bessie Edwards Cadets, and auxiliaries to the veteran organizations will be in the line of march. The Gold Star mothers of South Boston will ride in autos over the route.

Governor Allen, Mayor Curley and other dignitaries will review the parade from a stand at B st. and Broadway. The chief marshal and his staff will review the parade in front of SS. Peter and Paul's school on Broadway.

A special stand for the Gold Star mothers will be located at Broadway and L st.

ROUTE OF PARADE

The route of the parade: Edward Everett sq. to Columbia rd., Dorchester ave., Dorchester st., West Sixth st., E st., West 4th st., G st., Thomas pk., around the park to East 6th st., to H st., East 4th st., I st., Columbia rd., L st., East 4th st., Farragut rd., Broadway, Dorchester ave., the point of dismissal.

The day's observances will close with the annual banquet in the Elks Hotel at 8 p. m.

Apart from the South Boston observance, memorial tablet dedicated to the evacuation of the British, will be unveiled at State and Chatham sts. tomorrow at 1:30 p. m.

At the request of Mayor Curley the ceremonies will be under the auspices of the Sons of the American Revolution. A parade will form at the Old State House, headed by the Fusiliers Veteran Corps, with their fife and drum division in the lead.

TRAVELER 3/17/30

Guests at Anniversary Breakfast



Left to right, Sir Archibald Flower, mayor of Stratford-on-Avon; his daughter, Evadne, Mayor Curley and Col. George A. Hosley, at the Copley-Plaza Hotel, where a breakfast was given by the city.

TRANSCRIPT 3/17/30

SPEED, brevity and a brilliant color display gave distinctiveness to the ceremonies by which patriotic organizations this afternoon dedicated the bronze tablet just erected at the corner of State street and Chatham row to mark the spot from which the British troops embarked when they left Boston for the last time on March 17, 1776.

These ceremonies came with speed, because the colorful procession from Pemberton square, spurred on by the hail and snow, was fifteen minutes ahead of its schedule. They were brief because every one on the program realized the discomfort of standing at attention in such weather, and they were made brilliant by the bright uniforms in the procession. Thus reads the tablet:

"Site of the Head of Long Wharf Built by the Citizens of the Town in 1710, From Which the British Embarked on the Evacuation of Boston, 17 March, 1776 —Placed by the City of Boston, 1930."

That site is now far from the water front, occupied by a granite building on the east side of State street, and almost opposite the Custom House. The bronze tablet is placed on the building. Until the dedication ceremonies this afternoon it was concealed by the American flag, and at the appropriate moment in the proceedings the flag was pulled aside and the tablet unveiled by little Miss Alice Vestella Daniels of the Peter Tufts Society of the Children of American Revolution. She was accompanied by Mrs. Mary Horton McDowell of Brookline, State director of the Massachusetts Society of the Children of the American Revolution.

Coming down through State street in formal procession for the dedication were units of the Ancient and Honorable Artillery Company, the Fusiliers Veteran Corps, First Corps of Cadets, American Legion, Spanish War Veterans, Society of American Revolution, Founders and Patriots, Daughters of the American Revolution, Daughters of the American Revolution, Founders and Patriots, and other patriotic groups, all in full uniform. Leading them as chief marshal was Major James W. H. Myrick, and the Ancient & Honorable Artillery band. They marched in the sleet somewhat past the tablet, then wheeled into formation around it so as to form a guard in front of it during the formal exercises. A. R. Bailey was escorted forward to the side of the tablet as the representative of the G. A. R.

Judge Frank Leveroni presided, saying in his opening remarks that the news of the evacuation of the British soldiers from this spot was the most cheering news brought to the attention of the Colonies at the most critical time in the fight for independence. He then introduced Rev. Russell H. Stafford of the Old South Church, who gave the invocation, and after this prayer the tablet was unveiled by Miss Daniels, who then mounted the platform to receive the acknowledgment of the crowd that had assembled for the occasion. A short dedicatory speech was made by Richard H. Stacy and Lieutenant W. Holbrook, in Revolutionary artillery uniform, stepped forward, tapped the tablet three times with the tip of his sword and made a short address.

Walter Kendall Watkins presented the tablet to the city of Boston, and Major Charles T. Harding accepted it in behalf of Mayor Curley. Then followed a short speech by Judge Thomas H. Dowd, and the bugler played the "Star-Spangled Banner."

TRAVELER 3/17/30

SOUTH BOSTON DRAWS THRONG FOR BIG PARADE

Elaborate Observance of Evacuation Anniversary Carried Through Without Hitch — Mayor's Breakfast Opens Program—Exercises at Dorchester Heights and State Street—Big Parade Crowning Event of District's Gala Celebration

Despite disagreeable weather Boston carried out in full today the program planned for the 154th anniversary of the evacuation of Boston.

This program began early with a breakfast tendered by Mayor James M. Curley at the Copely-Plaza to William H. McSweeney, orator of the day, and climaxed with the monster parade in South Boston, witnessed by close to 100,000 persons.

DORCHESTER HEIGHTS

An important morning event was the placing of a wreath on the Dorchester Heights monument under the direction of Dr. William H. Griffin and the veteran organizations of South Boston.

Brig.-Gen. John J. Richards, adjutant-general of Rhode Island, gave the address. The response was by Lt.-Gen. Edward L. Logan of South Boston.

The Rev. Howard A. Morton, pastor of the Phillips Congregational Church, pronounced the blessing, and there was music by the band from the Gate of Heaven Church, South Boston. A flag raising featured the program, which closed with the playing of the "Star Spangled Banner."

Another Boston observance took place in the business district this afternoon. This was the placing of a bronze tablet on the building at 148 State street under the direction of the City of Boston committee for marking historic sites. The tablet placed bears the following inscription: "Site of the head of oLng Wharf, built by the citizens of the town, from which the British embarked on the evacuation of Boston, March 17, 1776." "Placed by the city of Boston 1930."

ANCIENTS ASSIST

Assisting in the ceremonies of the placing of this tablet were detachments from the Ancient and Honorable Artillery Company of Massachusetts; the First Corps Cadets; the Fusilier Veterans' Corps; the American Legion, the Dorchester High School Cadets and the Sons of the American Revolution.

The juvenile population of South Boston was given a holiday from school in order that they might take part in the general celebration. Their program began early today with special programs in the local theatres at which the boys and girls were guests.

The South Boston parade, which has long been the outstanding event of March 17, was planned this year on a scale far greater than on any other occasion. Mayor Curley joined with J. Philliy O'Connell, director of public celebrations, and the South Boston Citizens' Association to make the event one worthy of the tercentenary year.

10,000 IN LINE

The result was that when the line of march swung out of Edward Everett square at 2 o'clock, under Chief Marshal Edward C. Carroll, U. S. N. (retired), there were about 10,000 marchers including soldiers and civilians, in addition to many attractive floats, entered by local associations.

South Boston was in gala dress and hung out its latchstring to 100,000 visitors. Open house was kept all day throughout the district.

The decoration of public buildings and homes and the layish display of the American flag, with here and there a green banner in evidence, added to the festive appearance of Broadway and other streets along the line of march.

Mayor Curley as honorary chief marshal rode with his aides, Arthur J. Corett and J. Philip O'Connell.

They were followed by Chief Marshal Carroll and his staff, including Lt. Edward M. Sheehey, U. S. A., retired; Ma. Paul Hines, U. S. A., retired; C. P. O. William L. Kendrick, U. S. N.; Lt. Adolph F. Caster, U. S. A., retired, and Lt. John J. Martin, U. S. A., retired.

Three reviewing stnads were erected for city and military officials and Gold Star mothers. The chief marshal and his staff were given the stand at A street and Broadway, while Mayor Curley and guests reviewed from the stand at B street and Broadway.

The honorary staff includes: Maj.-Gen. Clarence R. Edwards, U. S. A. (retired); Brig.-Gen. William P. Jackson, U. S. A.; Brig.-Gen. John H. Dunn, U. S. A. (retired); Lt.-Gen. Edward L. Logan, Mass. N. G. (retired); Brig.-Gen. Charles H. Cole, N. G. (retired) Lt. Col. W. F. Hoadley, U. S. M. C.; Col. John Hughes, U. S. A.; Maj. William P. Brown, U. S. A.; Capt. R. Z. Johnson, U. S. N.; Capt. William J. Blake, U. S. A. (retired); National Chief of Staff George H. Hosley, G. A. R.; National Commander Disabled Veterans William J. Murphy; Dept. Comdr. Max Singer, Veterans of Foreign Wars.

ON THE STAFF

Serving on the staff are: Col. Thomas Sullivan (retired); Maj. Leo W. Banks (retired); Maj. Cornelius J. McCarthy (retired); Capt. John L. Mellyn (retired); Capt. William E. Rolft (retired); Capt. Edward G. Lennon, Mass. N. G. (retired); Capt. George M. McCarthy Lt. Frank X. Kelley (retired); Lt. Edward Burke (retired); J. Regan, N. R.; Lt. Joseph Phipps (retired); Lt. Edward Carroll (retired); Lt.-Comdr. Fred J. Bailey, U. S. N. (retired); Lt. Dennis H. Haverty (retired); Dept. Vice-Comdr. Matthew Boyle, A. L.; Sergt. Frank E. Banks (retired); Sergt. Leo Connors (retired).

Sergt. Edward Hopkins, Jr., (retired), Sergt. John E. Lee (retired), Sergt. Michael Costello (retired), Sergt. Edward Cummings (retired), Sergt. Mal R. Eastman (retired), Sergt. Daniel G. O'Leary (retired), Sergt. Edward B. Creed (retired), Sergt. Walter E. Murphy, 110th cavalry; Sergt. Joseph G. Kerrigan (retired), Sergt. Albert Page (retired), Sergt. John Toomey (retired), C. P. O. Patrick A. Kelly, U. S. N. (retired); C. P. O. James Tracey, U. S. N. (retired); C. P. O. Frank Coleman, U. S. N. (retired); Ensign James M. Geary, U. S. N. (retired); C. P. O. Eugene Lally, U. S. N. (retired); Lt. Thomas O'Connor, U. S. A. (retired); C. P. O. John J. O'Connor, U. S. N. (retired), and Maurice Goggin.

PARADE FORMATION

The formation of the parade was as follows:

Mounted police.
Honorary staff.
Chief marshal and staff.
United Train Artillery Veterans Association.
color guard, Providence, R. I.
9th Coast Artillery band.
13th United States infantry.
U. S. Navy band.
U. S. marines.
U. S. M. C. reserves.
301st company, U. S. navy.
U. S. naval reserves.
101st infantry, M. N. G., and band.
Battery G 241st C. A. C., Mass. N. G.
372d infantry, Mass. N. G., and band.
26th signal corps, Mass. N. G.
26th tank, Mass. N. G., and band.
110th cavalry, Mass. N. G., and band.
Mass nautical training school and field music.
Dahlgren post 2, G. A. R., in autos.
Washington post 32, G. A. R., in autos.
Gettysburg command 19, in autos.
Winthrop post, A. L., and drum corps.
Maj. M. J. O'Connor camp, U. S. W. V.
Detachment of U. S. W. V.
Kearsarge Association of Naval Veterans.
Wounded veterans in autos.
Dorchester post, V. F. W., band.
Thomas J. Fitzgerald post 561, V. F. W.
Detachments of V. F. W.
Jimmie Coughlin's 101st Regiment band.
Michael J. Perkins post, A. L.
Bessie Edwards Cadets.
Columbia post, A. L.
John J. O'Connor post, A. L.
Detachments of A. L.
10th Regiment band.
Army and Navy Veterans band.
9th Regiment Veteran corps.
Metropolitan Firemen's post, A. L.
Boston fire department.
O'Connell Guards and band.
Gold Star mothers in autos.
Women's Relief corps.
Auxiliary band.
Auxiliary to V. F. W.
St. Vincent's Cadets and band.
Gallery Keeper Cadets and band.

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House of Angel Guardian Cadets and band.
St. Ambrose Cadets and fife and drum corps.
St. Josephs' Cadets and band.
St. Luke's Cadets and band.
Knights of Sacred Heart.
Salem Boys' Brigade.
Boy Scouts.
Civic Division
Chief Marshal Daniel J. Haley
Chief of Staff, Martin J. Ryan
Alfred E. Smith Club of South Boston.
241st Coast Artillery Band.
Float.
New England Telephone and Telegraph Company. Float and cars.
Gillette Razor Blade Company. Float
Universal Motor Company. Float
Bromo-Asperin Company of South Boston
Float.
Nutro Ginger Ale Company. Float
South Boston Tire Company. Float.
Senator Bigney Associates. Float.
St. Margaret's Ushers' Club. Float.
Catholic Order of Foresters
Float and marchers.
Catholic Daughters of America, South Boston Court. Float.
Catholic Daughters of America. Pere Marquette Court. Float
Pere Marquette Council, Knights of Columbus. Float.
Academy Band.
Boston Consolidated Gas Company. Float.
Edison Electric Illuminating Company. Float
South Boston Yacht Club. Float.
Columbia Yacht Club. Float.
Boston Yacht Club. Float.
Mosquito Fleet Yacht Club. Float.
Old Timers Club. Marchers and cars.
Democratic Club of South Boston. Marchers.

OVATION FOR MAYOR

A special detail of more than 100 police officers handled the heavy traffic resulting from the throng of visitors, and cleared the parade route for the marchers.

Despite unpleasant weather conditions, the sidewalks were lined with spectators and the cheering was loud and prolonged as different units passed by.

The St. Vincent cadets, in spotless white uniforms, led by their own band attracted much attention along the route.

There was respectful applause for the delegation of Gold star Mothers and for the Grand Army men and disabled veterans who also rode in decorated cars.

The 101st infantry, always an outstanding unit in the parade, attracted much attention and was loudly cheered.

Mayor Curley received an ovation as he appeared at the head of the line as honorary chief marshal.

The beautifully decorated floats entered by local associations were a colorful feature of the parade.

peninsular district from Edward Everett sq., with music from 18 bands rising in the breeze that played amid countless flags and strips of patriotic bunting, interspersed with green.

Chief Marshal Edward C. Carroll led the marchers with his staff, followed by regular army men, marines and sailors. The entire 101st infantry, in new tailored uniforms, led the national guard division and made a tremendous hit.

The second squadron, 110th cavalry, also drew rounds of applause from the spectators. Spanish War veterans, American Legion men and Veterans of Foreign Wars were out in large numbers, accompanied by their auxiliary organizations.

MOTHERS REVIEW PARADE

Cadet organizations and Boy Scouts followed, and then came the civic division with John J. O'Brien as marshal. There were 28 floats. Gold star mothers reviewed the parade at L st. and Broadway.

Governor Allen rode in an open automobile with James F. Powers of the Executive Council and Adjt.-Gen. Jesse F. Stevens. Mayor Curley and Acting City Treasurer Edmund Dolan rode in another open car.

Dist.-Atty. William J. Foley and Representative William Hickey, members of the City Council and former Fire Commissioner "Teddy" Glynn were others riding in the parade. Martin Tuohy, who rides every year with his shamrock vest, green bow tie and shamrocks in his hat, drew a big hand.

Airplanes circled overhead as the marchers passed along Dorchester st., stopping at the Shurtleff school for presentation of a basket of flowers to the mayor for Mrs. Curley by 150 tots from the Daly Home for Crippled and Deformed Children, who were the mayor's guests at the parade in big, enclosed buses.

BOUQUET FOR MRS. ALLEN

Governor Allen was recipient of a bouquet for Mrs. Allen at O and Fourth sts., where George Ware, son of ex-Representative Ware, was the donor, and Marshal Carroll received one at 216 West Sixth st., the home of William L. Kendrick, last year's chief marshal.

A riderless horse, led by Marion Sanatra of Lieut. Lawrence Flaherty Post, A. L., of East Boston, was a tribute to Matthew J. Boyle, State vice-commander of the Legion, who was buried today.

Prior to the big parade there was a short but colorful procession in Boston proper, from Pemberton sq. to State and Chatham sts., where a tablet was unveiled commemorating the departure of the redcoats from that spot.

Earlier, several historic places on State st. were appropriately marked with signs for the tercentenary year.

At the same hour the children of South Boston, freed from school for the day, thronged the free movie shows. Another event that blessing, and the band closed with the Star Spangled Banner.

A wreath was placed on the monument by the United Train of Artillery Veterans Association of Providence, the original members of which were part of Washington's force on Dorchester Heights.

During the exercises the flag was raised and then lowered to half staff out of respect to the late ex-President William Howard Taft, who was once an honored guest at the Evacuation Day ceremonies.

Frederick N. Vaill, 70-year-old member of the Providence military organization, collapsed during the exercises and was taken to a hospital.

STATE ST. EXERCISES

The forenoon exercises in Boston proper consisted of placing buff and blue placards along State st. at various historic sites.

The later parade proceeded from Pemberton sq. via Scollay sq. and Court st. to State and Chatham sts., for the unveiling. In this line of march were to be the public celebrations committee on marking historical sites, the Ancient and Honorable Artillery Company, the First Corps Cadets, the Fusilier Veterans Corps, representatives of the American Legion and Veterans of Foreign Wars, the Dorchester high school cadets and Sons of the American Revolution.

The tablet was unveiled by Miss Alice Vestella Daniels of the Children of the American Revolution, followed by a patriotic address by Hon. Thomas H. Dowd.

Maj. James W. Myrick was grand marshal of the parade, assisted by Col. Harry D. Cormerais, Maj. Charles T. Harding and Col. George A. Mosely.

The invocation was pronounced by Rev. Russell H. Stafford. William H. Chamberlain of the State St. Trust Co. directed the program.

The final event in the program will be the annual banquet at the Elks Hotel, where it is expected 300 guests will be present. James P. Hoar is chairman. Thomas P. O'Connor will be toastmaster and John W. McCormack, congressman from the 12th congressional district, will be the speaker. There will be music.

Open house will prevail throughout the district. Yacht clubs and social organizations will entertain members and friends. Michael J. Perkins Post, A. L., will entertain legion members from other sections and the Thomas J. Fitzgerald Post, V. F. W. has a program arranged for visiting Veterans of Foreign Wars.

MAYOR HOST TO RIDDIES

Mayor Curley had as his special guests at the parade, 150 children from the Industrial School for Crippled and Deformed Children. He had them transported to South Boston in busses and given a place at the Shurtlett school on Dorchester st. to witness the parade.

The tots presented the mayor with a bouquet of roses for Mrs. CVurley and himself. They had refreshments at the mayor's expense.

The mayor's breakfast at the Copley Plaza saw 125 assembled, with William H. McSweeney, who was the orator at the opening of the celebration at South Boston yesterday, as guest of honor.

"No more beautiful custom exists than that which allows us to assemble here and pay tribute to double anniversary," the Mayor said.

"Evacuation Day and the birthday of the patron saint of Ireland are both of the highest value, and this date has never accorded its

AMERICAN 3/17/30

PARADES AND EXERCISES ON HOLIDAY

Thousands Scorn Weather to Cheer Marchers; Mayor Is Host to Kiddies

South Boston's biggest parade streamed through streets lined with cheering thousands today in spite of the inclement weather that ushered in the 154th anniversary of the evacuation of Boston by the British.

Military and civilian marchers, 7,500 strong, tramped into the

TRANSCRIPT 3/17/30

South Boston Celebrates in Spite of Storm

Morning Program on Dorchester Heights Ushers In Evacuation Day Observance

Despite unfavorable weather conditions South Boston today is making holiday in the observance of its own outstanding spot in American history—the honor of having within its confines the site of the battery which Washington's Continental soldiers secretly planted at night and which forced the British grenadiers to give up their comfortable billets in the city proper and sail out of the harbor.

Today marks the 154th anniversary of that memorable event and although of peninsular district claims the greater share of the observance there are other details of the celebration which will take place elsewhere. These include Mayor Curley's breakfast, at eleven o'clock this morning in the Copley-Plaza Hotel, to the orator of the day, William H. McSweeney of Salem and the exercises early this afternoon at State and Chatham streets which include the unveiling of a bronze tablet marking the exact spot from which the soldiers of King George debarked.

Mayor Curley's breakfast guests included civic and military dignitaries, officers of the South Boston Citizen's Association and the chief marshal of the parade to be held this afternoon, Edward C. Carroll, U. S. N. (retired).

All schools and all industries in South Boston suspended today while throughout the remainder of the city school pupils were given a half-holiday. This morning the various South Boston theaters entertained, free, the youngsters of the district.

At eleven o'clock, on historic Dorchester Heights, where a monument dedicated about a quarter of a century ago marks the spot where the battery was planted, a wreath was laid as a feature of special exercises, which included a flag raising. Members of the United Train of Artillery Veterans' Association, of Providence, journeyed from that city in busses. The original of this organization was a unit in Washington's Army. On reaching Boston today the veterans were met by a detail from Michael J. Perkins Post, A. L., of South Boston, and were escorted to the heights.

Dr. William H. Griffin, past State department commander of the American Legion, was in charge of the program. Rev. J. Walter Lambert of the Gate of Heaven Church, gave the invocation, there were selections by the Gate of Heaven band, an address by Brigadier General John J. Richards, formerly adjutant general of Rhode Island, who also placed the wreath, and a response by Lieutenant General Edward L. Logan of South Boston. A prayer was said by Rev. Howard A. Morton, former pastor of the Phillips Congregational Church, and a flag was raised, afterward being lowered to half-staff as a tribute to former President Taft. The band concluded the exercises by playing the national anthem.

The outstanding feature of the day in South Boston was the parade this afternoon. The military section included fifty-eight divisions, while the civic section had twenty-eight divisions, including some elaborate floats.

Bouquet for Mrs. Allen

Master George E. Ware, grandson of former Representative Robert Ware of Ward 14, presented a bouquet of flowers to Governor Allen for Mrs. Allen, at the corner of O and Fourth streets, during the course of the parade. The governor in acknowledgement presented the youngster a gold pin bearing the seal of the Commonwealth.

Last evening, in the Broadway Theater, the usual historical program was carried out. It included musical features, the awarding of prizes for declamations, an address by the mayor and the oration by Mr. McSweeney. In his speech he paid tribute to the members of the Irish race who played their parts in peopling Massachusetts and in fighting against British misrule in the early days, as well as in the other wars in which the United States of America has engaged.

Puts Evacuation Day Ahead of Bunker Hill

Mayor Curley Finds That Shakspeare Had Something to Do with Morale of Colonial Troops

That March 17, marking the departure of the British from Boston, is a more important day to celebrate than the anniversary of Bunker Hill, and also that Shakspeare had a more or less important role in stimualting the morale of the Colonial troops, was the message that Mayor Curley brought to the annual Evacuation Day breakfast at the Copley-Plaza Hotel today. Sir Archibald Flower, mayor of Stratford-on-Avon, and his daughter, were guests of honor.

The breakfast which was termed by the mayor as "Our little Evacuation Day-St. Patrick's Day-Irish breakfast," was characteristically green in atmosphere. Each of the guests wore a green carnation in his button-hole and the menu was featured by green soup, green ice cream and green cake. Speaker Leverett Saltonstall of the House of Representatives was the only person present who felt obliged to apologize for not wearing a green cravat. One noticed the absence of green flags and bunting.

Besides the mayor and his English guest, those seated at the head table included William H. McSweeney of Salem, orator of last night's exercises in South Boston; Brigadier General Merithew L. Walker, the new commander of the First Army district; President Gaspar G. Bacon of the State Senate, Congressman John W. McCormack, District Attorney William J. Foley, John J. Reardon, Rev. Joseph A. Rourke, President William G. Lynch of the City Council, E. C. Carroll, Colonel George A. Hosley, Richard J. Dwyer, Commander Max Singer of the Veterans of Foreign Wars, George E. Phelan and Thomas A. Mullen.

In his opening address Mayor Curley spoke of the purpose of the breakfast as that of paying tribute "not only to the men who made possible a most important chapter in history, but to the patron saint of Ireland, without whose success Christian civilization would tsill be an unattained accomplishment."

In his brief discussion of the event which marked the departure of the British troops from Boston, the mayor spoke of it as more important than the Battle of Bunker Hill and all others except the timely arrival of aid to George Washington from France and the success at Saratoga and Yorktown.

The colonies were doing something wonderful in matching their strength, wit, arms, courage and soldiery against Great Britain; they were overcoming a superstition that gave to all elements of society except those who wore uniforms an inferiority complex. Though people are prone to give credit to racial elements in about everything great that happens, and the Irish are given great praise for their part in Colonial fortunes, the mayor warned that people should not overlook the great services of France and might also give reflection to the thought that perhaps no single individual did more toward breaking down superstition and the theory of divine right than Shakspeare. Therefore, perhaps Shakspeare played as important a part in Revolutionary success as powder and ball.

Sir Archibald Flower, who was first introduced, expressed his pleasure at the mayor's tribute to Shakspeare, in view of his lifelong interest in the bard of Avon. Sir Archibald is president of the board of governors of the Shakspeare foundation which is about to present a series of Shakspeare's works in Boston. He spoke of the presenc eof himself, his wife and daughter as ambassadors, and said that during his short talk with the mayor at City Hall the other day he realized that he "knew his Shakspeare."

Owing to fatigue Lady Flower was unable to attend the breakfast, but was presented with a large bouquet of violets with which her daughter was entrusted.

Mayor Curley presented a colored drawing of the new L street bathhouse, South Boston, which it is proposed to build this spring as a part of the $750,000 appropriation for the further improvement of the Srandway, which he termed one of the greatest contributions to the tercentenary which any city or town will contribute.

Brigadier General Walker remarked that one of his first impressions on coming to Boston was that the people were proud to celebrate their traditions and thus keep alive interest in history. Congressman McCormack discussed the unemployment situation with the thought that political lines should be disregarded in city, State and nation to meet the emergency. He said that the mayor and the governor are doing good work and that there should be no cessation of co-operation.

When Senator Bacon was introduced as "a man who stands on his own feet here and elsewhere, he declared that of course men in public life are all together in meeting the unemployment situation. He had given the mayor assurance of his willingness to help and would stand ready to do it at all times. Similar sentiment was expressed by Speaker Saltonstall who aroused much laughter when, in referring to the mayor's accomplishments, said: "I was present at the testimonial banjuet given to Mayor Nichols and remarked then that he had accomplished wonders at the Legislature in two years. I am sure Sir Archibald will agree with me it was Shakspeare, who said 'You aint seen nothing yet.'"

Final words were spoken by Mr. McSweeney, whao made extremely personal references to himself and Mr. Bacon, and "The Star-Spangled Banner" was sung by John J. Shaughnessy and Mrs. Marie Murray.



Contd GLOBE 3/17/30 PM

given a big hand over the entire route.

The chief marshal with his staff, which included the United Train Artillery Company from Providence, R I, as color guards, led the procession. Following came a small detachment of Regular Army with the 9th Coast Artillery band. The navy band was followed by a very large detachment of bluejackets. Marines followed in line.

The entire 101st Infantry, in command of Col Arthur W. Desmond, was the leading element in the National Guard section. Companies from Boston, Plymouth, Hingham, Norwood, Cambridge, Quincy and Attleboro were equipped with new uniforms recently issued to the regiment. The regiment made an excellent showing, and the men were highly commended and applauded as they wound their way along the long trail. Other National Guard units followed in line. The 2d Squadron from the 110th Cavalry also made an exceptional appearance. Equipment was neat, and men were given a warm reception for the efficient way in which they handled their horses. Battery C of the 101st Field Artillery was given an ovation as the caissons rolled along.

Veteran Organizations

In the veteran organizations there was a very large turnout. Spanish War veterans accompanied the Maj O'Connor Camp from South Boston. World War veterans were combined in Legion and Veterans were combined in groups with colors of the organizations massed.

Auxiliary organizations took a place in the line. Gold Star mothers had a reviewing stand at L st and Broadway, from which they could witness the parade.

Cadet organizations followed along in the line of march. St Vincent's Cadets, with their white uniforms, attracted much attention, especially from visitors to the district. Other young cadets from the various church organizations were applauded. There was a group of Boy Scouts. Due to the uncertainty of the weather, no High School cadets participated.

A civic division followed the military division. John J. O'Brien was the marshal. This contained a group of floats which depicted historic events in the history of the city of Boston as a tercentenary feature. There were 28 floats.

Distinguished guests and officials rode in automobiles. Later they gathered on the reviewing stand at B st and Broadway to receive the salutes of the marching units.

TRAVELER 3/17/30

Boston of the Future



TODAY New York is the great seaport of the Atlantic coast.

It will not be many years before Boston will be the most important.

The airplane and dirigible will do it.

Already the start has been made. Airplanes, taking off from ships at sea, enroute from Europe, make Boston their destination.

Until now such flights have been experimental.

Now comes the inauguration of a new plan for cutting the time required to make the trip from Europe. Shortening the transatlantic steamer journey by a full day is to be accomplished by utilizing airplanes between Paris and Cobh (formerly Queenstown) in Ireland. The planes will cover in five hours the distance it takes a steamer a day and a half to make. This plan goes into effect this spring.

The system will be developed. Planes will take off from Paris and transfer their passengers to shipboard at Cobh. Those in a great hurry will step into a plane aboard ship when about 500 miles off the coast and land in Boston, the nearest big port.

This is but one of the reasons why Boston must have a first-class airport. We are going about it. Let the work be speeded up. It is fortunate that the airport comes under the jurisdiction of Chairman Long of the park commission. Not only is he the man for the job, but airports should be a part of the park system, so built that the people will be attracted there.

GLOBE 3/17/30 PM

FEE FIXING RIGHT URGED FOR CITY

Committee Told Income Would Jump $250,000

The power to set fees for licenses and permits in the city of Boston should be vested with the City Council, subject to the approval of the Mayor, it was stated today before the Legislative Committee on Municipal Finance by speakers supporting a bill to give the Council the fee-setting power.

The city of Boston would receive at least $250,000 additional income from fees if the Council could set the fees, according to Senator Henry Parkman Jr, speaking for the bill.

He related that in 1927 the City Budget Commissioner, as a result of a City Council order, made a survey of revenue from fees. The survey resulted in a recommendation to the Legislature which was later turned over to a special commission, consisting of the Secretary of State, the Commissioner of Taxation and Corporations and the Director of the Division of Accounts. The report of the commission is now before the Legislature.

This report, however, does not go far enough with respect to Boston, according to Senator Parkman. He believes that the report of a general bill by the commission, excluding Boston from its provisions and giving it authority called for by the City Council, would be advisable.

Fears Inconsistencies

The Senator pointed out that many fees charged by the city of Boston are not covered in the bill of the special commission. If the bill were enacted, there might be some inconsistencies, he felt.

Mayor Curley and the City Council were recorded in support of the measure by Budget Commissioner Charles J. Fox. Mr Fox asserted that the city is not playing itself on record as opposed to the special commission's bill. He simply believed, he averred, that it did not go far enough.

After relating details of the survey made by him, Mr Fox enumerated seven charges which would not be covered in the commission's bill. Those include certificates for municipal items, permits for storage of gasoline, explosives and inflammable fluids, testing seasing and adjustment of measuring devices, certificates for constables and miscellaneous officer, permits for street openings, third-class druggist licenses and licenses for the sale of fireworks.

These items are not specifically covered in the commission report, he said.

"Entitled to Privilege"

The Metropolitan character of the city of Boston entitles it to special privilege in the matter of fixing fees, he believed. In 1910, he declared, the Legislature passed an act which might have given the city the authority now sough, if it had not been so "loosely" drawn, according to the Budget Commissioner.

John J. Cummings, State inspector of standards, opposed the bill on the ground that it would permit the city to fix the fee for sealing weighs and measures. The fixing of those fees should remain in the statute applicable to the State as a whole, he felt.

H. Ware Barnum, general counsel for the trustees of the Boston Elevated Railway, believed that under the provisions of the bill, street railways might be subject to a charge for locations for tracks or conduits.

The law requires street railways to apply for locations, he said, and yet, under this bill they would be subject to a charge for something required by law.

GLOBE 3/17/30 PM

154TH ANNIVERSARY OF STATE ST TODAY

Unveiling Bronze Tablet, Marking Where Evacuation of British Began, Feature of Observance

The business men of State st and Mayor Curley's commission on marking historical sites joined in the observance of the 154th anniversary of State st today, the former putting up temporary markers on numerous historic buildings on the street and the latter unveiling a bronze tablet marking the spot where the evacuation of the British began.

Early in the forenoon William E. Chamberlain of the State-st Trust Company, representing a large group of State-st business men, directed the placing of the following markers:

No. 1 State St—Site of the bookshop of Daniel Henchman, 1728, and of Henry Knox, 1775.

No. 2 State St—Site of the house of John Coggan, who opened the first shop for the sale of merchandise in Boston.

No. 27 State St—Site of the first meeting house in Boston, 1632-1640.

No. 30 State St—Site of the Royal Exchange Tavern in the 18th century.

No. 40 State St—Site of the Royal Custom House, 1770.

State Street Trust Company Building, corner State and Congress Sts—Site of the mansion house of Gov John Winthrop, 1630-1642.

No. 15 State St—Site of the Rose and Crown Tavern.

No. 66 State St—Site of the British Coffee House, where James Otis was assaulted by John Robinson, one of the customs commissioners in 1769.

State and Kilby Sts—Site of the Bunch of Grapes Tavern in the latter part of the 18th century.

State St, West, Corner of Change Av—Site of the whipping post stocks and town pump, later a famous market section.

State St., East and Merchants Row—Site of the Admiral Vernon Tavern in the 18th century.

Decorate Old State House

In addition to putting up these temporary markers, the business men's committee also decorated the old State House in buff and blue bunting and attached streamers of the same colors to street sign posts all along the street.

Among the business men associated with Mr Chamberlain on the committee were Thomas Gannett, Hermann R. Clarke, Thomas Groom, Frank Black, Paul J. Foster, Frank B. Lawler, Reed Anthony.

The more formal celebration of the 154th anniversary of State st and the evacuation of the British came in the afternoon, with numerous military bodies and patriotic associations participating.

The participating organizations formed a line of march in Pemberton sq at 1 o'clock and marched to the site at 148 State st, where the bronze tablet was unveiled.

Maj James W. H. Myrick was chief marshal; Lieut Col Henry D. Cormerais, chief of staff; Maj Charles T. Harding, adjutant; Capt George A. Healey of the G. A. R., aid.

In line were officers of the United States Reserve Corps, Massachusetts National Guard, Ancient and Honorable Artillery Company Drum Corps with Charles J. Meisner leading, members of Mayor Curley's Commission on Marking Historical Sites, color platoons of the 1st Corps Cadets, Ancient and Honorable Artillery Company, American Legion, Veterans of Foreign Wars, G. A. R., United Spanish War Veterans, Fusilier Veterans' Corps, Sons of the American Revolution and the Society of Colonial Wars in the Commonwealth of Massachusetts and the Dorchester High School Cadets.

Address by Judge Dowd

The parade marched through Court st to State st, thence to Chatham st, the unveiling exercises beginning at 1:30, Judge Frank Leveroni presided. The unveiling address was delivered by Judge Thomas H. Dowd of the Municipal Court. The invocation was by Rev Russell H. Stafford.

The honor of unveiling the tablet fell to Miss Alice Vestella Daniels, daughter of Lester S. Daniels, of 58 Lowden av, West Somerville, and great-great-granddaughter of Lieut Benjamin Tingley. She is a member of Peter Tufts Society of the Children of the American Revolution.

Judge Leveroni said that the audience had assembled to make note of a most important event in the country's history recorded, he said, that from this spot the British military forces departed. It was the most significant event in those early days and it must have been the most cheering news at that critical time, he added.

Accepted by City

The tablet was accepted on behalf of the city by Maj Charles T. Harding. The tablet was dedicated by the Massachusetts Society of the Sons of the Revolution, Pres Richard H. Stacey, presiding. He was assisted in the ritual by W. J. Holbrook, Walter K. Watkinson, vice president and Frank N. Tucker.

Mr Tucker read the inscription on the tablet, which is as follows: "Site of the head of Long Wharf, built by the citizens of the town 1710, from which the British embarked on their evacuation of Boston, March 17, 1776. Placed by the city of Boston, 1930."

Judge Dowd, in his address, said the audience was standing on one of the most interesting spots in the city. He touched upon the scenes of feverish excitement which must have been enacted there 154 years ago.

Judge Dowd stated that the plan to put up tablets and markers was the result of the interest shown by Mayor Curley in a previous administration and in anticipation of the Bay Colony tercentenary.

The site at 148 State st, which was appropriately marked today, was known as No. 1 Long Wharf in the early days, the harbor then coming as far inland as Kilby st.

State st, has had a very important place in the history of Massachusetts. It was known in 1635 as the high street that leads from the market place to the water. It was also known as the town way to the flats and as Town House st.

The British named it variously King st, Court st and Queen st. When the British evacuated the city the street became known as State st and all reminders of royalty were removed, including the lion and unicorn on the Old State House.

Previous to the unveiling of the bronze tablet at 148 State st, the Society of Colonial Wars had a luncheon at the Parker House, later proceeding under military escort to the scene of the dedication.

It was a coincidence and a matter of some god-natured comment that the exercises took place at 148 State st and that the headquarters of the British consulate are next door, at 150 State st. The British flag, which is always officially flown from 150 State st, was up today as usual and was close enough to the scenes of the exercises to seem to be a part of the decoration.

CROWDS VIEW BIG PARADE

Gather Early for Evacuation Day Observance

The sharp notes of a bugle, "Forward, March," given promptly at 2 o'clock this afternoon, was the signal to put into motion the annual Evacuation Day parade over the streets of South Boston.

Long before the signal streets in vicinity of Edward Everett sq were thronged with marching organizations arriving at the place assigned them for the parade formation while street cars unloaded throngs of visitors from every section of the city. Before 1 o'clock it was estimated that more than 100,000 persons had already arrived.

At the signal Chief Marshal Carroll gave the order and the parade passed through Edward Everett sq to Columbia road. The various organizations took the positions assigned to them and began the march over the six-mile route. It was estimated that 7000 marchers were in line. Organizations marched in column of platoons.

The parade passed over Dorchester av to Dorchester st, to West 6th st to E st to West 4th st to G st, around Thomas Park, down East 6th st to H st, to East 4th st, to I st, to Columbia road, to L st, to East 4th st, to Faragut road to East Broadway, West Broadway to Dorchester av, the point of dismissal.

Cheering Crowds All Along Route

Crowds cheered and applauded, and noise-makers of all kinds encouraged the marchers over the long route.

National Commander William J. Murphy of the Disabled Veterans' Association, a former South Boston boy, now in the hotel business in California, was a special guest and [illegible]

TRAVELER 3/17/30

MAYOR CURLEY SEES GARRETT CASE AS STEP TO HOME RULE

MAKES FIRST REFERENCE AT EVACUATION DAY BREAKFAST

Hails Disclosures as Means to Bring About Reform of Municipal Statutes—Pays Tribute to Senator Bacon's Efforts

The first direct public reference on the part of Mayor Curley to the investigation into the activities and pensioning of former Patrolman Oliver B. Garrett came today at the breakfast given by the city at the Copley-Plaza Hotel in honor of the 154th anniversary of the exacuation of the British from Boston.

STEP TO HOME RULE

The mayor, who was master of ceremonies, took the opportunity to express his appreciation of the efforts of Gaspar G. Bacon, president of the Senate, who had previously told the gathering that it was his purpose to bring about home rule for the municipalities and advocated a reform of the statutes which provide more privileges to cities and towns.

Preceding his remarks before introducing the next speaker, the mayor turned to the president of the Senate and said: "The present disclosures into the Garrett situation and the revelation of "caml's milk" bing sold as high as $5 a quart is another step toward home rule."

The mayor did not elaborate on the statement but his words drew much laughter. For some time he has advocated that the chief executive of the city, and not the Governor, should make his own appointments. Joseph Conry, whom the Mayor had named as traffic commissioner, and who has been turned down by the civil service commission, was present.

DOUBLE OBSERVANCE OF DAY

In discussing the significance of the day the Mayor declared that the anniversary of the departure of the British from Boston did not occupy its rightful place in history and added that the event was more important than the battle of Bunker Hill.

The Mayor alluded to the double observance of the day and added that St. Patrick and the doctrine which he taught permeated the citizens of America of Irish parentage.

In reviving memories of those historical days the mayor called attention to the fact that today's observance could not have been possible if it had not been for the courage, fearlessness and high character of the forefathers of the country who fought the British, he said, at tremendous odds.

He extolled the courage of those who, he said, was responsible for breaking down what had been up to that time an old-age superstition—that of an inferior complex.

He declared that nearly one-half of tthe fighting forces of the Continental rmy were composed of men with Irish ncestry.

TRANSCRIPT 3/17/30

Parkman Sees $250,000 Added by Fee Changes

Senator Henry Parkman, Jr., of Boston, told the legislative Committee on Municipal Finance today that the city of Boston would receive at least $250,000 more yearly from fees for licenses and permits, if the Legislature authorized the City Council, subject to approval of the mayor, to establish such fees. He urged favorable action on a petition for such legislation, filed by the Legislative Committee of the City Council.

Budket Commisisoner Charles J. Fox recorded Mayor Curley and the City Council in favor of the measure, asserting that the city is not placing itself in opposition to the commission's bill. He said, however, like Senator Parkman, that the commisison bill did not go far enough.

ohn J. Cummings, State inspector of standards, opposed the bill on the ground that it would allow the city to fix the fee for sealing of weights and measures. He said that this charge should remain in the status applicable to the State as a whole.

H. Ware Barnum, counsel for the trustees of the Boston Elevated, expressed opinion that under provisions of the bill street railway companies might be subject to charge for locations for tracks or conduits. "The statute requires street railway companies," he said, "to apply for locations and yet under this bill we would be subject to a charge for applying for something required."

TRANSCRIPT

Legislators Visit Boston Airport

Members of the State Legislature Committee on Harbors and Public Lands visited the Boston Airport this morning, in connection with the bill now pending to grant additional land to the airport so that all runways can be made at least 2500 feet. William P. Long, chairman of the City of Boston Park Department, arranged transportation from the State House.

Although it was snowing, fourteen members climbed into the Curtiss-Wright trimotor and, with Ralph Wickford pilot-ing, circled the airport several times and made a flight over the city. It was a first ride for most of them. Later, they saw the Colonial tri-motor come in from New York with Wetherdon and Carl, piloting. Adverse conditions resulted in its over-shooting the field, making an excellent exampie of the need of longer runways.

At the airport, Captain Albert L. Edson, manager, Theodore G. Holcombe, manager of the aviation bureau of the Chamber of Commerce, and Gardner Fiske, acting chairman of the Boston municipal air board, guided the members about on their tour of the hangars. A buffet lunch was served in the Administration Building and the members inspected a model airport made by the boys of the Robert G. Shaw School.

Members visiting the port were; Hon. Nathaniel P. Sowle of New Bedford, Senate chairman; Senators Cornelius F. Haley of Rowley, Newland H. Holmes of Weymouth, William S. Conroy of Fall River, Representative Willard S. McKay of Newburyport, House chairman; Representatives Francis H. Perry of Brewster, Harold B. Webber of Gloucester, Lawrence T. Woolfenden of New Bedford, Carl A. Woekel of Methuen, Edgar T. Brickett of Cohasset, William A. Jones of Barnstable, Charles H. Slowey of Lowell, John Ford of Fall River, Thomas Smith, Jr., of Fall River, and Michael Zack of Lynn.

HERALD 3/17/30

HISTORIANS OF PURITANS HIT

McSweeney Says They Fail To Mention Irish Who Settled Here

CHARGES COLONISTS BIGOTED, PREJUDICED

Assailing historians for their "wicked injustice" in failing to give credit to the settlement in Massachusetts of persons of Irish blood during the 17th century, William H. McSweeney, former assistant district attorney of Essex county, cited a long list of records and historical documents to prove his contention, as the orator at the evacuation of Boston exercises at the Broadway Theatre, South Boston, last night. The exercises were held under the auspices of the South Boston Citizens' Association.

Although admitting that much respect is due the Puritans for settling the Massachusetts Bay Colony, nevertheless they were "bigoted, prejudiced and intolerant," he said. Mr. McSweeney took issue with Palfrey's treatise on Puritanical New England, which says that the exodus of immigrants from England came to an end in 1640. Palfrey further declares that there was nothing "Irish or Scotch prior to that time." He quoted John Fiske's "Beginnings of New England" as saying that in 1790, 120 Presbyterians came from the north of Ireland and they were the first immigrants from that country.

CITES RECORDS

"The arrival records of the port of Boston in possession of the New England Historical Society and the Boston Public Library are ample refutation of this wicked injustice," said Mr. McSweeney.

"Capt. John Vernon was employed by the Cromwellian Commissioners in England and contracted with David Sellick a New England merchant of Boston, and a Mr. Leader, under a contract bearing his own signature, on Sept. 14, 1633, to supply these nefarious agents with 250 Irish women of the ages 12 to 45 and 300 men of the age of 12 to 50, to be found within 20 miles of Cork, Youhal, Kinsale and Waterford, and transport them to New England.

"Drake's history of Antiquities of Boston quotes Cotton Mather in a writing dated 1654, asking that Irish youths be brought over by the state of England. The early port arrivals from 1712 to 1762 show nearly 10,000 immigrants were Irish passengers and from 1762 to 1767 nearly 3000 Irish passengers, according to the selectmen's records of Boston.

"The public records of Newbury, Amesbury, Haverhill and Newburyport, in the border towns of New Hampshire and Maine and part of Massachusetts, in the land records, registry of deeds and probate, may be found ample proof of their strength long before the meeting of the Continental Congress.

"Some more recent historians for no purpose whatever apparently only to discredit definitely established records of non-English immigration to Massachusetts prior to the revolution, have stupidly written that such immigration was of so-called Scotch-Irish from the north of Ireland.

"While it is true that many of the Irish came from Ulster, yet they never hyphenated themselves. The term Scotch-Irish was a creature of the modern historians solely to distinguish between the Irish as Irish and some Irish.

"The vital records of Boston show that more than 2000 Irish names were solemnized in marriage in Suffolk county alone during the 17th century, before 1700. There were 100 names in King Philip's war in 1675 that likewise are not of doubtful ancestral origin. The early historians must have been cognizant of the facts. They had the same means of access to records.

CITES DISCRIMINATION

"There is likewise a woeful lack of discrimination shown by our New England historians in their reference to the composition of the revolutionary army. Brazenly one very prominent writer asserts that the population of Massachusetts at the time of the revolution was almost 'pure English blood with a small infusion of Scotch-Irish from Londonderry.'

"That statement is a libel in our Scotch bretheren who properly disclaim it. The Scottish Charitable Society was in existence in Massachusetts 50 years before the battle of Lexington. The Irish Charitable Society was organized in Boston in 1737."

Mayor James M. Curley was unable to attend because of the illness of Mrs. Curley. Judge William J. Day substituted for him and accepted a basket of flowers contributed by the South Boston Citizens' Association and which they had planned to present to the mayor to bring home to Mrs. Curley. Judge Day asked the audience to join in a fervent prayer that "speedy recovery and health may come to Mrs. Curley."

Judge Day declared that too much slander, innuendo and insinuation has been made about South Boston. He said that there is no place "purer or dearer in the universe than South Boston," and urged citizens of the district to stand up for the fair name of their section.

Frank J. Conroy presided. Prizes were awarded to winners of essay contests in the grammar schools of the district and Lawrence Thornton, Miss Gertrude Andersen, Joeph Mikolajewski, Mrs. Catherine Clougherty and the Belmont Four rendered vocal selections.

DENOUNCE WAR ON RELIGION BY SOVIET RUSSIA

Fr. Corrigan Declares Persecution Unprecedented In History

AIMED AT BELIEF IN GOD, SAYS DR. PAGE

Warner Predicts Reopening of Churches—Samuel Kaelsky in Chair

Red Russia's "anti-God" campaign was denounced as uncivilized and without precedent in history, by clergymen of Catholic, Protestant and Jewish churches, by lay speakers of those faiths, by some who professed no church connections at all, and by representatives of state and city, at a largely attended protest meeting in Faneuil hall yesterday afternoon.

A resolution, unanimously passed, denounced the "cruel, deliberate and unrelenting suppression of all religious faiths in the land of the Soviet" and the "unprecedented forms of punishment and persecution" and voiced "the outraged sense of liberty-loving people the world over, regardless of creed, race or country."

It was the vote of the meeting that the resolutions be sent to the department of state at Washington. Joseph A. Conry, formerly imperial Russian consul here, advocated that nations tell the Moscow regime, "These punishments that have been inflicted on men and women for their faith in God must end, or your government will end forthwith," and Congressman John W. Mc-Cormack declared his doubt of the value of the London parley when a small group controlled the Russian government and was enforcing a policy destructive of all religion, a policy that was repugnant, he said, to all the nations of the world.

CHAIN OF MEETINGS

The meeting was one of a chain of protest meetings held in many cities throughout the country, under the auspices of the American Jewish Congress. Samuel Kalesky, a member of the sinking fund commission of the city of Boston, presided. There was no hint of a religious service, and no music except the singing of "The Star Spangled Banner," and most of the time was used to perfect the indictment of the Communist government of Russia.



Globe 3/18/30 AM

SOVIET'S RELIGIOUS POLICY ATTACKED

All Creeds Join in Protest at Faneuil Hall Meeting

Protestants, Jews and Catholics Decry Persecution in Russia

A meeting protesting against the religious policy of the Soviet Government called under the auspices of the American Jewish Congress Committee through its Boston branch and in which representatives of the three leading religious beliefs, leaders in State and city affairs, delivered addresses, was held at Faneuil Hall yesterday afternoon and brought out a cosmopolitan and enthusiastic audience that filled every seat in the large edifice.

Each speaker made an appeal for religious liberty and some were interrupted by enthusiastic applause. Interest was shown by the large crowd from the beginning of the meeting until the reading of the resolution which was adopted at the close.

The meeting was opened by Representative Isidore H. Fox of Roxbury, who stated that the meeting would express its indignation regarding the repression of religious belief and the measures used for coercion. He also stated that similar meetings were being held throughout the country today. Representative Fox introduced as the chairman of the meeting Samuel Kalesky, a member of the Sinking Fund Commission and chairman of the Boston Jewish Congress Committee.

Tells of Pope's Appeal

The first speaker was Rev Jones I. Corrigan, S. J., professor at Boston College. In opening his address he called the gathering one of men and women of every faith. Fr Corrigan stated that a communication was read in all Catholic churches yesterday to the effect that next Wednesday was declared by Pope Pius XI as a day of prayer throughout the world owing to the conditions now prevailing in Soviet Russia. He claimed that never in the history of mankind was such persecution attempted as is being carried on in Russia today.

The second speaker was Rev Frederick Harlem Page, president of the Congregational Church and Missionary Societies, as representative of the Federation of Churches of Greater Boston. Rev Mr Page said, in part:

"Difficult as it seems to credit it, the trouble arises from no particular controversy over sect or creed or church oganization. The cause is no especial resentment against Christian, or Jew or Mahometan. There is no outburst over religious bigotry nor over-zeal of fanaticism. The trouble which brings us here is unique. It is new to the modern world. It is an outbreak against faith in God.

"At last we have a situation where those who are sensitive to the cries of the human soul in religious distress can all stand together whether Protestant or Catholic, or Jew or Gentile. In this extraordinary situation we forget all issues where we do not think alike, and we unite in a great brotherhood of those who believe in God, and extend our sympathy to the millions of our brethren in Russia who also believe in God."

Conry Talks for Curley

Atty Gen Joseph B. Warner spoke of the intensiva program in Russia against religion. Ex-Congressman Joseph Conry, whose connection with Russia some years ago gave him much inside information, also made a very inspiring address. He stated that he spoke for Mayor Curley. He claimed it was the present Government that was attacking religion.

One of the most spirited addresses of the afternoon was delivered by Congressman John W. McCormack. He claimed that the Soviet officials were against religion. He asked how world peace could be secured if Russia's efforts to kill religion would prevail and in time spread further into other lands and affect other peoples.

Rabbi H. H. Rubenovitz, the next speaker, said in part: "In desecrating altars, closing houses of worship and destroying ceremonial objects, the Bolsheviki have turned their backs on modern civilization and relapsed into darkest medievalism. The right to worship God according to the dictates of one's conscience is an accepted principle of every civilized government. It has been won by the human race at the cost of tremendous struggle and the sacrifice of countless human lives. Let not the Bolsheviki imagine that they can wrest from millions of human beings this most precious boon. Their effort is foredoomed to failure."

All "In One Brotherhood"

Mrs Jennie Loitman Barron, ex-member of the Boston Public School Committee, in her address declared that Catholic, Protestant and Jew were bound in one brotherhood in the protest against religious persecution.

Chairman Kalesky read a communication coming from Rabbi Stephen S. Wise, honorary president of the American Jewish Congress Committee. In part, Rabbi Wise said: "It should be made clear as words can make meaning that we have no quarrel with the economic and political policies of the Soviet. We have, however, a very profound quarrel with the Soviet Government insofar as it is doing two things, denying freedom of conscience and religious worship to its people, and setting out to destroy religious life throughout the land."

The following resolution was presented by Henry Yozell and was adopted by the meeting:

Soviet Theories Not Issue

"Resolved, That this public meeting of men and women of all faiths, assembled at Faneuil Hall, the Cradle of American Liberty, this 16th day of March, 1930, do hereby solemnly protest against the cruel, deliberate and unrelenting suppression of the teaching and practice of all religious faiths in the land of the Soviet, and against the numerous and unprecedented forms of punishment and persecution meted out to religionists of all faiths who are loyal and devoted to their sacred traditions.

"We voice the outraged sense of liberty-loving people the world over, regardless of creed, race or country, at the denial of elementary human rights to those who only seek the peaceful pursuit of what to them constitute the eternal verities and the highest spiritual values in human life.

"We have no concern with the economic or social theories of the Soviet Government, but we proclaim the right of every human being, in this late era of our civilization, to freedom of conscience and worship and to that elementary justice on the part of the State. We resent beyond all possible expression the persecution of priests, rabbis, ministers and scholars, as well as of teachers and communal leaders of all faiths, for no other crime than that of grievous and profound concern for the spiritual welfare of their communities.

Post 3/18/30

CITY'S LOAN FOR SCHOOL WORK WAITS

Bill to Be Held Up Pending Probe of Fin. Com.

The Boston Finance Commission's probe into alleged excessive expenditures in the construction of schoolhouses in this city will definitely hold up the measure now being considered by the State legislative committee, authorizing the city to spend $15,000,000 for new schools.

TO AWAIT OUTCOME

This was learned last night from Senator Frank W. Osborne of Lynn, chairman of the legislative committee, who stated that the delay in the committee "will depend entirely on the action of the Finance Commission and whatever developments may result from the investigation."

Senator Osborne, in commenting on the delay, stated that it will be necessary, now that the probe or previous expenditures for schools is under way, "as a precautionary step," in view of possible disclosures from the investigation.

Previous to the decision of the municipal finance committee to withhold action, on request of Mr. Goodwin, on the $15,000,000 proposition, it was the intention of the committee to favor a plan whereby permission would be granted for an expenditure of $5,000,000 annually, $2,500,000 to $3,000,000 to be taken out of the tax levy and the balance to be raised by bond issues. This agreement, which allows a deviation from the original pay-as-you-go policy, is now, it was learned last night, likely to be further altered, depending upon the outcome of the Finance Commission's probe.

Though it was originally understood that Chairman Goodwin of the Finance Commission would open the school probe Tuesday, he announced last night that in all probability the inquiry would get underway this morning. In the event of any delay, he said the investigation would begin no later than Tuesday. In accordance with procedure, Goodwin explained, the investigation will be a private affair. If, however, developments warrant it, the probe will later be thrown open to the public.

Superintendent of Schools Jeremiah E. Burke declared yesterday that he will welcome the probe, and will be glad to co-operate with the Finance Commission in it. He further declared that he has heard nothing to lead him to believe stories to the effect that he will not be reappointed next month.

Globe 3/18/30 AM

EXERCISES ON EVE OF EVACUATION DAY

More Than 2500 Gather in South Boston Theatre

W. H. Sweeney Tells Part Irish Played in Massachusetts History

More than 2500 persons gathered at the Broadway Theatre, South Boston, at the historic exercises on the eve of Evacuation Day. Long before the doors were opened there was a tnrong outside waiting for a chance to get good seats. The program included all local talent. The theatre was decorated inside and out. The stage was arranged with flags and potted plants. Mayor Curley sent word that he could not attend. He was to have made an address.

At 8 o'clock Richard J. Dwyer, chairman of the Evacuation Day committee from the South Boston Citizens' Association, extended a cordial welcome to the gathering and explained the features for the celebration.

Frank J. Conroy, chairman of the historic exercises committee, master of ceremonies, made a brief address in which he told of the courage which prompted the revolutionary forces to carry on war against the British. He paid a glowing tribute to Mr Curley.

Winners in Essay Contest

Edward G. Madden, chairman of the board of judges for the essay contests among grammar school children, presented medals to the winners.

Louise G. Day, daughter of Judge William J. Day, a student at the Nazareth School of St Eulalia's parish, won first prize, the gold medal. Lawrence Dwyer of the Bigelow School, a resident at 305 West 3d st, won second prize, and third prize went to Miss Margaret Walsh of 11 Gates st, a student at St Augustine's School, and Olga Udaloy of 109 Silver st, a student in the Norcross School. Mr Madden said that the essays of the last two were equally good and each was named for a medal. Honorable mention was made of Anna Cloughtery of St Augustin's School, Mary O'Malley of Norcross School, Mary Collins of Norcross School, Zethany Zunkas of the Norcross School and Austin Needham of the Nazareth School.

Representative John J. Reardon, president of the South Boston Citizen's Association, said that he had communicated with every industrial institution in Boston and urged them to a progressive program to aid in the present situation of unemployment. He referred to one plant in the district in which he said an additional 800 had been hired in the past few weeks, and said that the plant was operating at 24 hours a day. He also paid tribute to Mayor Curley, and he paid his respects to John J. O'Brien, marshal of the civic division, who was forced to quit work organizing the parade, due to illness.

Judge William J. Day spoke of the wonderful work that Mayor Curley has done for South Boston. He paid tribute to Representative Reardon and to the South Boston Citizens' Association for its interest in the welfare of the South Boston district.

SOUTH BOSTON HOST TO 100,000 TODAY

Big Parade at 2 P M to Feature Evacuation Day Program —Banquet Tonight

South Boston is ready to welcome 100,000 persons to its historic soil today, when events will be held in observance of the 154th anniversary of the evacuation of Boston by the British. Public buildings, commercial structures and private residences are decorated and the hand of welcome will be cordially extended by local residents and business men. Weeks of preparation have resulted in a program replete with events which will be a credit to the peninsular section, the scene of Boston's first public celebration in its tercentenary observance.

The events will start this morning and during the day there will be four feature attractions arranged by the committee. Pupils of the district will have no school sessions, and Chief Marshal Edward C. Carrell has arranged for their entertainment. Two shows will be given at all local theatres. The first show will start at 9 o'clock and the second at 10:30. Tickets were distributed to the schools and programs of historical nature will be presented as entertainment for the children.

Breakfast Given by City

While official guests of the city will be entertained at a breakfast in the Copley-Plaza at which William H. McSweeney will be the special guest, South Boston organizations will be taking part in a historical event on Dorchester Heights, where Washington's Army built redoubts which forced the evacuation of Boston by the British. This observance will start at 11 o'clock.

Organizations taking part will assemble at the Perkins Post Hall, East Broadway, at 10:30 and march to the heights. Dr William H. Griffin, past State department commander of the American Legion, will be in charge of the exercises and preside as master of ceremonies. Rev J. Walter Lambert will give the invocation. An address by Brig Gen John J. Richards, ex-adjutant general of Rhode Island, will be followed by selections from the Gate of Heaven band. Lieut Gen Edward L. Logan of South Boston will respond to Gen Richards.

munities.

Program of Events Scheduled Here Today

10 A. M.—Mayor Curleys breakfast, Copley Plaza Hotel. Veterans parade Chatham and State streets. Children's exercises, Broadway, Strand, Congress hall and Imperial Theatres. Flag raising ceremonies, Dorchester Heights.

2 P. M.—Evacuation day parade, South Boston.

Route of parade starting at 2 P. M. from Edward Everett square, along Columbia road to Dorcester avenue at Dorcester street, to West Sixth street, to E street, to West Fourth street, to G street, to Thomas park. Circle Thomas park, along East Sixth street to H street, to East Fourth street, to I street, to Columbia road, to L stret, to East Fourth street, to Farragut road and along East Broadway to the point of dismissal at Dorcester avenue.

HERALD 3/17/30

SUPT. BURKE'S JOB IN DANGER

Six Assistants Also Face Removal if Probe Shows Inefficiency

HURLEY PROMISES PROMPT ACTION

The jobs of Jeremiah E. Burke, superintendent of schools, and the six assistant superintendents are in danger if the investigation into school expenditures inaugurated by the Boston finance commission proves that they are inefficient.

This was seen last night in the statement of Chairman Joseph J. Hurley of the Boston school committee that his body would "take whatever action is necessitated by the findings of the finance commission's investigation, no matter what that might be."

JOB IN JEOPARDY

Friends all over the city rallied to the support of Supt. Burke when it was learned that his job is in jeopardy. He has been the target for blasts of criticism from Francis E. Slattery, chairman of the defunct schoolhouse commission, and Chairman Goodwin of the finance commission, both of whom deny any campaign to oust him.

Nevertheless, the school committee will not act on the reappointment of Supt. Burke when he comes up in April at the end of a six-year term. Asst.-Supt. John C. Brodhead was named as one of those expected to go when the shake-up in the administrative personnel is effected. Now this shake-up may include all the superintendent's assistants.

Only Alexander M. Sullivan, business manager of the school committee, seems safe. He recently gave out a statement in which he disclaimed responsibility for the waste and carelessness with city funds ascribed to the board of apportionment, of which Mr. Sullivan is a member and Supt. Burke the head.

Because of the school situation at present, the school committee will hold up the reappointment of Supt. Burke until the finance commission completes its investigation. This the commission is expected to rush because the legislative committee on cities, which has before it the school committee proposal to spend $15,000,000 in a three-year building program, is also awaiting the findings.

NEW ORGANIZATION

Should the finance commission find that the board of apportionment is inefficient in its handling of the huge sums entrusted to its care, and the legislative committee decide that the $15,000,000 could not be efficiently spent by the board, there is no doubt that the school committee will cut the Gordian knot by eliminating the board and setting up a new form of organization. If necessary, a new set of officials can be placed in power by the committee's merely refusing to reappoint the six assistant superintendents. They then automatically wait for assignments to other posts in the system.

"The school committee will follow the investigation (of the board of apportionment) very carefully and will take whatever action the findings necessitate, no matter what that might be," Chairman Hurley said last night. "We believe in letting the chips fall where they may. The matter of school expenditures is too important to allow any individual to stand in the way."

While Chairman Hurley did not say so in so many words, it was learned that the committee has agreed that he will speak officially for them. Dr. Joseph V. Lyons said he did not care to discuss the matter of Supt. Burke's reappointment at all, while Mrs. Elizabeth W. Pigeon also declined to speak on the matter. Francis C. Gray, former chairman of the committee, is confined to his bed with a severe cold and will be unable to attend the meeting of the committee tonight.

AMERICAN 3/17/30

SEES SAVING OF $250,000 FOR CITY

Parkman and Fox Plead Before Legislative Committee for Change in Permit Law

Giving the Boston City Council authority to establish fees for licenses and permits, with the approval of the mayor, was urged today by Senator Henry Parkman, Jr., of Boston, at a legislative hearing.

Parkman contended the transfer of this authority from the State-appointed licensing boards to the city would mean an additional revenue from these sources of about $250,000 a year.

He contended recommendations made by a special commission, now before the Legislature, do not go far enough insofar as Boston is concerned. Many fees charged by Boston, he said, are not covered in the recommendations and if enacted would establish inconsistencies.

Budget Commissioner Charles J. Fox recorded Mayor Curley and the city council in favor of the fee transfer power. Fox also declared recommendations before the committee do not go far enough and would not cover such fees as certificates for municipal liens, permits for storage of gasoline, explosives and inflamables, sealing and adjustment measuring devices, certificates for constables and miscellaneous officers, permits for street openings, third class druggist licenses and sale of fireworks.

John J. Cummings, state inspector of standards, opposed the recommendations on the ground that it would allow the city to fix the fee of weights and measures which he believed should remain in the statutes applicable to the state as a whole.

TRANSCRIPT 3/17/30

Conferees at Odds on Boston P. O.

Disagree Also on Denver and Richmond Buildings and Porto Rico Relief

Washington, March 17 (A.P.)—The $100,000,000 appropriation for the Federal Farm Board was approved by the Senate today in accepting a partial report from a conference committee on the deficiency bill which carries in addition $73,000,000 for other projects. The conference report pared down the $7,000,000 seed loan fund to $6,000,000. The House still must act on four Senate amendments which are in disagreement. They are: inclusion of $2,000,000 for Porto Rico hurricanes relief and provision of additional sums for construction of the Federal buildings at Boston, Denver and Richmond. All other Senate increases in the bill were approved. The House will take up the conference report late today or tomorrow.

Parking Study for Financial Area

To assist in solving the parking problem in the downtown financial district a committee on street parking control, with headquarters at Room 708, 82 Devonshire street, has been formed to canvass that district and determine the views and sentiment on present parking conditions and suggestions toward a remedy.

The committee consists of Roland W. Boyden, John R. Chapin, Carl P. Dennett, Jere Downs, William Endicott, H. Wendell Endicott, Henry I. Harriman, Chandler Hovey, Leo Leary, Judge Frank Leveroni, John R. Macomber, Eugene E. O'Donnell, Andrew J. Peters, James J. Phelan, Arthur L. Race, George A. Rich, E. C. Stone, Edwin S. Webster, Alexander Whiteside, Theodore T. Whitney, Lothrop Withington and B. Loring Young.

John R. Macomber, speaking for the committee, says:

"The passenger car parking problem in the financial district has become an acute one. Under present conditions those having legitimate business in the financial district who come by passenger automobile have serious difficulty in finding an opportunity to get to the curb because of the great congestion of dead passenger cars parked in the streets of this district. In addition, traffic is seriously impeded.

"The committee realized that the solution will not come from any spontaneous suggestion. There are many angles to the problem and many interests to consider. The matter is one, however, that calls for immediate action, and only by action will a solution be had. With a view to stimulating such action and assisting in a solution the committee is making a thorough canvass of the district and has studied the methods by which the parking problem has been solved in Chicago and other cities."

RECORD 3/17/30

South Boston Is Dressed Up for Big Fete

The city of Boston, and South Boston in particular, began last night its annual celebrations to commemorate jointly the 154th anniversary of the evacuation of Boston by the British troops, and the birthday of St. Patrick.

Exercises began with a patriotic program at the Broadway Theater, South Boston, last night, with Hon. Wm. H. McSweeney of Salem as principal speaker. Mayor Curley was billed to speak, but because of the illness of his wife, was unable to attend. He sent regrets. Judge William J. Day took Curley's place on the program.

The exercises were under au spices of the city of Boston and



EDDIE CARROLL

the South Boston Citizens Association.

Because of the fact that 1930 is the tercentenary year, the programs arranged for today are more elaborate and colorful than usual. With South Boston and other sections of the city gay with decorations, with national colors and the green of Ireland in profusion, it is anticipated today's exercises will be attended by the largest crowds in the history of the day.

10,000 TO PARADE

The great feature of the celebration will be a parade in which more than 10,000 men and women, members of military and patriotic organizations, will participate. During the parade a fleet of army and navy planes will circle overhead.

The "big parade" starts at 2 p. m., and includes a longer route than formerly. It will start from Edward Everett sq., thence along Columbia rd. to Dorchester ave., winding through the main business section of South Boston.

There will be three reviewing stands along the line of march. The chief marshal, Edward C. Carroll, and his staff, will occupy one stand. A second will be reserved for gold star mothers. The third will be for invited guests.

NOTABLE GUESTS

The guests will include Mayor Curley, Gov. Allen, Lieut.-Gov. William S. Youngman, Dist. Atty. William J. Foley, John W. McCormack, members of the general court and the city council and representatives of patriotic organizations.

More than 58 military and patriotic organizations will take part in the parade. Elaborate and colorful floats will represent numerous women's organizations. Staff assistants are Edward Sheehy and Maj. Paul Hines.

Day's Events

10 a. m. Mayor Curley's breakfast at Copley Plaza.

Veterans parade wreath laid at Dorchester Heights.

Children's exercise, Broadway, Strand, Congress Hall and Imperial theaters, South Boston.

"Open House" South Boston Homes.

1:30 p. m. Unveiling of tablet, Chatham and State sts.

2 p. m. Evacuation day parade —South Boston.

6 p. m. Charitable Irish Society dinner, Hotel Somerset.

7:30 p. m. South Boston Citizens Association banquet—Elks Hotel.

South Boston announces four other events in observance of today. In the morning, the theaters of the district will stage special historic plays, to which children are invited as the guests of Marshal Carroll. Every child in the district will be given an opportunity to attend these plays and movies free of charge.

CURLEY'S BREAKFAST

At 10 a. m. Mayor Curley will be host at a breakfast to William H. McSweeney, former assistant district attorney of Essex County, one of the orators last night. Leading city and state notables will attend the breakfast at the Copley-Plaza Hotel.

While the breakfast is in progress, veteran organizations of the district will meet at the Michael J. Perkins Post building on East Broadway and proceed to Dorchester Heights with distinguished guests.

A program has been arranged at which direct descendants of the heroes who fought in Washington's army will be present to place a wreath on the monument at the Heights.

OPEN HOUSE FOR 200,000

Brig.-Gen. John J. Richards, former adjutant-general of Rhode Island, will give an address. Lieut.-Gen. Edward L. Logan of South Boston will reply to the visiting general.

"Open house" will be the hospitable rule throughout the section, with the homes of South Boston residents at the service of more than 200,000 visitors expected to be present during the day.

The final feature tonight will be the annual banquet of the South Boston Citizens' Association, to be held at the Elks Hotel. James P. Hoar is chairman. Thomas P. O'Connor will be toastmaster and Congressman McCormack will be the speaker.

For the first time in years Boston will stage a celebration of her own by commemorating the 154th anniversary of the naming of State st. It was from the corner of State and Chatham sts. that the British embarked when they sailed away from the Hub. A bronze tablet will be unveiled with appropriate ceremonies at this spot at 9 a. m.

Other patriotic events planned for today include the 193d anniversay dinner of the Charitable Irish Society at the Hotel Somerset.

Guests at the dinner will include Postmaster-General Walter F. Brown, Gov. Allen and Mayor Curley. Atty. Joseph Joyce Donahue will preside.

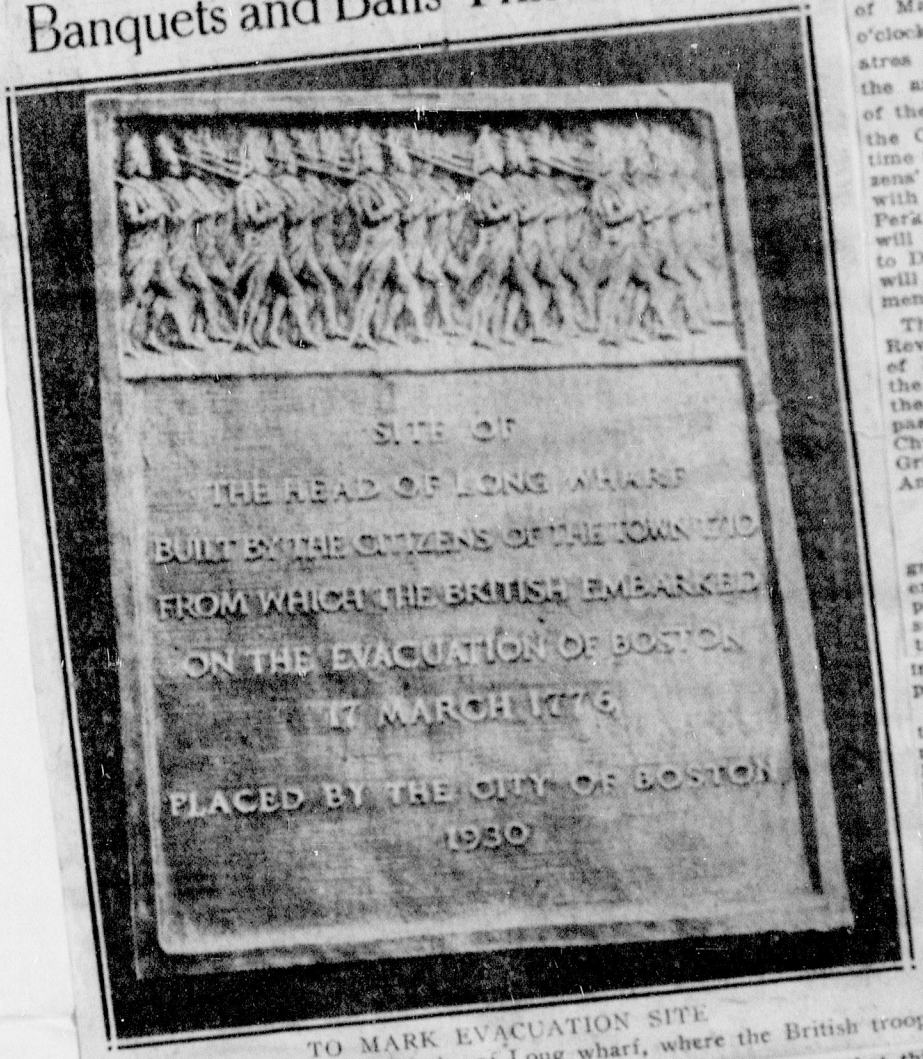
The Tammany Club will stage its annual St. Patrick's Night celebration at the Municipal building at Vine and Dudley sts., Roxbury. An interesting program of Irish music and dancing has been provided. Asst. Dist. Atty. Daniel J. Gillen will preside.

At Hibernian Hall in Roxbury, the Central Council of Irish County Asociations will celebrate its 25th anniversary with a reunion and ball. Modern and Gaelic dancing will be featured on the program.

Post 3/17/30

TWO PARADES ON EVACUATION DAY

One at 1 p. m. in City Proper and the Big One in South Boston at 2— Banquets and Balls This Evening



TO MARK EVACUATION SITE

Tablet to be dedicated on old site of Long wharf, where the British troops embarked.

Visitors numbering over 200,000 are expected to be present today at the 154th anniversary of the evacuation of Boston by the British troops during the war of the Revolution. This greatest of all celebrations in the long history of such events will not only be staged in South Boston, but also in Boston proper.

In consideration of the fact that this is the tercentenary year the programme arranged is much more elaborate than usual. South Boston is blazing with the national colors, bunting being displayed everywhere in greatest profusion.

The celebration really got under way last night with a patriotic programme in the Broadway Theatre, South Boston, notables attending the exercises. One of the unique events today will be the celebration that Boston will give herself commemorating the 154th anniversary of the naming of State street. It was from the corner of Chatham and State streets that the British embarked when they sailed away from Boston.

The official celebration will open at 9 o'clock this morning, when buff and blue placards will be placed along the street at various historic sites. There will be a short parade at 1 o'clock this afternoon, under the direction of Major James H. Myrick. This will start from Pemberton square, and will proceed to Scollay square, to Court street, to State street, to Chatham and State streets. At that latter point a bronze tablet marking the place of the evacuation will be unveiled.

Included in the line of march of this parade will be the public celebrations committee on marking historical sites, the Ancient and Honorable Artillery Company of Massachusetts, the First Corps Cadets, the Fusilier Veterans' Corps, the American Legion, the Veterans of Foreign Wars, Dorchester High School Cadets and Sons of the American Revolution.

Mayor's Breakfast at 10

The South Boston programme, which has long been the outstanding event of March 17, will open today at 9 o'clock with special shows in the theatres for children. Just an hour later the annual Evacuation Day breakfast of the Mayor of Boston will be held at the Copley-Plaza Hotel. At the same time members of the South Boston Citizens' Association and invited guests, with an escort from the Michael J. Perkins Post of the American Legion, will march from the legion clubhouse to Dorchester Heights, where a wreath will be laid at the base of the monument.

The invocation will be made by the Rev. J. Walter Lambert of the Gate of Heaven Church, South Boston, and the benediction will be pronounced by the Rev. Howard A. Morton, former pastor of St. Phillip's Congregational Church, South Boston. Dr. William H. Griffin, former State commander of the American Legion, will preside.

Big Parade at 2

At 2 p. m. today, it is hoped, the great parade in which 10,000 people are expected to participate, will start. This parade will be made up of civic and social societies and members of military and patriotic organizations. During the parade a fleet of army and navy planes will circle overhead.

This year the parade route is longer than usual and the starting place is new. The "take off" will be at Edward Everett square and proceed along Columbia road to Dorchester avenue and thence along Dorchester avenue to West Sixth street, to E street, to West Fourth street, to G street, to Thomas Park, to East Sixth street, to I street, to Columbia road, to L street, to East Fourth street, to Farragut road to East Broadway as far as Dorchester avenue, where it will be dismissed.

Three Reviewing Stands

That the best possible service may be given those who wish to view the parade three reviewing stands have been erected. One will be used for the Gold Star mothers, another for the invited guests at B street and Broadway and another for the chief marshal and his staff at A street and Broadway.

Among the guests of note will be Mayor Curley, Governor Allen, Lieutenant-Governor William S. Youngman, Congressman John W. McCormack, members of the General Court, members of the City Council and representatives of various patriotic organizations.



Contd Post 3/17/30

Unless the Bolsheviki give back to the heart communion with God, their whole order will collapse, he said.

Attorney - General Warner declared that it was fitting that the State be represented at the meeting, as the foundation of the State "rests upon religion," and the religious persecution in Russia today has drawn "us all closer together." And with "our supplications to God," he said, "you and I shall be rededicated to these principles guaranteeing to everyone that he may worship God as he chooses."

"World Civilization at Stake"

Mr. Conry, for the Mayor, declared that the great body of the people of Russia are intensely religious, and that the anti-God drive in Russia is not of the majority, but of the small armed minority. He called for vigorous protest.

Congressman McCormack declared "this attack on religion in Russia is not wholly confined to Russia, but constitutes a declaration of war upon religion throughout the world, and upon 20th century civilization which we enjoy today.

"We have the unwritten mandate," he said, "to preserve and improve on that which our forefathers passed on to us, in civilization and freedom, and this attack on religion in Russia, if not stopped, will in time spread on. It is Socialism by force and violence against Christianity. World civilization is at stake."

Mrs. Barron called for tolerance and declared that it was fitting in this tercentenary year in Massachusetts that the protest against Russia's anti-God drive be made in Faneuil Hall.

Former Senator Butler did not speak.

Post 3/17/30

PUTS BLAME ON JOBBERS

Cloak Men Said to Hold Up Peace Pact

While more than 1500 men and women engaged in the dress industry of the city will return to work this morning as a result of the agreement signed Saturday between the representatives of the Dress Manufacturers' Association and the International Ladies Garment Workers' Union, A. F. of L., a temporary setback of a general settlement in the cloak making industry occurred at the conference held yesterday at the Hotel Statler.

The check in proceedings took place when Bernard D. Rosenberg, heading the group of cloak manufacturers in the conference, declared that a contract between the manufacturers and the international would be but a "scrap of paper", unless the present attitude of the cloak jobbers is changed. This situation, he declared, had been brought about by the refusal of these jobbers to patronize the Boston trade and pay a scale of prices for garments that would make it possible for the manufacturer to pay union wages and live up to the other terms of the agreement signed by the dress manufacturers on Saturday.

This morning Mayor Curley is expected to meet the international leaders and independent dress manufacturers at his office at 10 o'clock. He will try to convince the cloak jobbers that they must co-operate in keeping Boston business for Boston workers.

HERALD 3/17/30

BOSTON RATED HEALTHY CITY

Mortality High as This Is Hospital Centre for N. E. Dr. Mahoney Says

VITAL STATISTICS KEPT WITH CARE

The mortality rate of Boston in 1928 the third highest in the nation, according to statistical reports which afford basis for comparison, is not as discouraging as appears, according to Health Commissioner Francis X. Mahoney. As a "hospital centre" Boston is about the healthiest city in the world, he declared.

So many factors which enter in the computation of the mortality rate in Boston have no bearing upon similar statistics in other cities that Dr. Mahoney maintains that no accurate comparison can be made.

Among the 20 largest American cities Boston's mortality rate in 1928, which was 14.47 per 1000 of population was exceeded only by the death rate in Pittsburgh and Cincinnati. Similarly the infant mortality rate, as compared with the records of the other cities, gave Boston the third highest standing.

"Don't be alarmed," said Dr. Mahoney when a Herald reporter asked him to explain why comparative statistics gave Boston a high mortality rate when so many agencies are striving zealously to keep such a rate at the lowest possible figure.

HOSPITAL CENTRE

Dr. Mahoney continued:

That mortality rate of 1928 does not show, by any means, that Boston is not a healthy community in which to live. It appears to show, by comparison, of course, that the percentage of deaths in Boston was unusually high, but those who know how such statistics are gathered are able to offer an intelligent explanation.

To begin with about 20 per cent. of the deaths in Boston every year are of non-residents. Boston is the hospital centre not only of New England but of the provinces and of states outside of New England. Our hospitals and our surgeons have reputations which are not confined to any limited area and the number of persons who come to Boston every year to avail themselves of the professional services of our doctors and surgeons is surprisingly large. No more of these non-residents die, of course, than do Boston people who have similar afflictions, but the adverse effect upon the death rate cannot be ignored. Of course it in no way affects the general health of the people of the city but in the computation of the death rate, it makes appear as a fact what really is not so.

ACCURATE RECORDS

Then again all deaths are reported in Boston. There is extreme care taken to record deaths and births and for that reason the mortality rate as well as the birth rate of Boston are far more accurate than similar statistics in other cities.

That is one of the reasons why the birth rate of Boston is always high. We take pride in the completeness and the accuracy of our vital statistics. We are also proud of our hospitals because Boston offers to persons in need of such treatment unsurpassed hospitalization facilities. Our death rate shows to what extent this opportunity is embraced by non-residents and if one should take the trouble of compiling a record of all non-residents who receive treatment in Boston hospitals and who recover from their physical troubles, we might well boast of the value of the assistance which Boston is privileged to place at the command of residents of other Massachusetts communities and of other commonwealths.

We keep an accurate record of our births and deaths and the Boston mortality and birth rates, whether they are high or low, are always representative of an accuracy which I say, without criticism, cannot be matched in other cities.

Our mortality rate, as a matter of fact is low. During the first two months of the present year, it has been surprisingly low. If there is no change during the remainder of the year, we should be the healthiest hospital centre in the world.

Post 3/17/30

ALL RELIGIONS JOIN PROTEST

Noted Speakers, Representatives of State and City Deplore Persecutions by Soviets in Russia

Men and women of all faiths, who packed Faneuil Hall to its capacity on floor and in balcony, yesterday, ordered despatched to the Secretary of State at Washington their unanimous protest against the "cruel, deliberate and unrelenting suppression of the teaching and practice of all religious faiths in the land of the Soviet."

MANY NOTED SPEAKERS

The meeting, called by the Jewish Congress committee of Boston as part of a nation-wide series of mass protests against the anti-God campaign of the Russian government, numbered distinguished speakers representing Protestant, Catholic and Jewish sects and the city and State.

On the platform were former United States Senator William M. Butler, Congressman John W. McCormack, Representative Isidore H. Fox, City Councillor Israel Ruby, Attorney-General Joseph E. Warner, Mrs. Jennie Loitman Barron, former member of the Boston school committee; Joseph A. Conry, former consul at Boston of the old Imperial Russian government, representing Mayor Curley; Samuel Kalesky, chairman of the Jewish congress committee of Boston, presiding; the Rev. Jones I. J. Corrigan, S. J., professor of sociology at Boston College; the Rev. Dr. Frederick Harlan Page, president of the Massachusetts Congregational Conference, representing the Greater Boston Federation of Churches; Rabbi H. H. Rubenovitz, representing the Jewish faith, and Henry Yozell of the Jewish Congress committee of Boston.

Text of Resolution

Adoption of the resolution by the huge assembly, was immediately followed by singing of the "Star Spangled Banner," led by Miss Sarah Zafran of Malden.

The resolution, offered by Mr. Yozell, was adopted by a standing vote, unanimously. It was ordered forwarded to the Secretary of State, as follows:

"Resolved, that this public meeting of men and women of all faiths, assembled at Faneuil Hall, the Cradle of American Liberty, this 16th day of March, 1930, do hereby solemnly protest against the cruel, deliberate and unrelenting suppression of the teaching and practice of all religious faiths in the land of the Soviet and against the numerous and unprecedented forms of punishment and persecution meted out to religionists of all faiths who are loyal and devoted to their sacred traditions.

"We voice the outraged sense of liberty-loving people the world over, regardless of creed, race or country, at the denial of elementary human rights to those who only seek the peaceful pursuit of what to them constitute the eternal verities and the highest spiritual values in human life. We have no concern with the economic or social theories of the Soviet government, but we proclaim the right of every human being, in this late era of our civilization, to freedom of conscience and worship and to that elementary justice on the part of the State.

"We resent beyond all possible expression the persecution of priests, rabbis, ministers and scholars as well as of teachers and communal leaders of all faiths, for no other crime than that of grievous and profound concern for the spiritual welfare of their communities."

"Ruthless, Brutal, Savage"

Representative Fox, in introducing Mr. Kalesky, declared that "once again in Faneuil Hall the people's voice is raised against forces of oppression." Mr. Kalesky called for vibrant protest, saying: "In this historic spot let the shot of protest be fired, and heard 'round the world."

Father Corrigan declared that never in the history of mankind has there been a religious persecution such as is going on in Russia today, in that Russia's drive is against all religion, and not of one sect against another.

"It is persecution most ruthless," he said, "most inhuman, most brutal, most savage, and most unbelievable of any of the persecutions of recent date, not by the Russian people, but by a minority government backed by the bayonets of the Red Army."

Priests Tortured, Murdered

He read from a report made by a priest of the number of Catholic clergy who had been put to death for the practice of their faith.

"Over 6000 priests have been crucified or put to death in various ways by the Soviet government," he said. "Since the Russian revolution 50 per cent of the Catholic clergy have disappeared because of religious persecutions in Russia.

"Priests have been buried alive in quicklime, one priest was hanged from the altar of his church, another priest was buried alive after his eyes were burned out, and in another instance water was poured over the unclothed body of a priest in freezing temperature until he became a statue of ice.

Father Corrigan said the Pope had set aside next Wednesday as a "day of prayer the world over for Godless Soviet Russia." He insisted a distinction must be made between the Russian people and their government.

"It is not the 150,000,000 people of Russia who are guilty of this," he said. "They are under the heel of a minority which is ruling Russia."

"Essence of Spiritual Cruelty"

The record clearly shows, he went on, that the present anti-God campaign in Russia is a blasphemous, sacrilegious persecution, intended distinctly and simply to take "God out of the hearts of the people."

If religion should be removed from life, he said, we would have back again the ancient chaos of barbaric days. It is religion which is the foundation of our government, it is religion which teaches knowledge of justice and human rights, he said, concluding by hoping that the meeting would adopt a resolution against religious persecution in general, including that of Soviet Russia.

Dr. Page declared that the thing which shocks most about the Russian anti-God campaign, is that men who do not believe in God are not satisfied with that, but use force to prevent others from believing as they want.

"It is the very essence of spiritual cruelty," he said, "to make it hard to call upon God. And it is futile.

Historic Parallel

"All the power of the far off century in which he lived, in 170 B. C., was with Antiochus Epiphanes, the Syrian, who for the first time in history tried to destroy the religion of a whole race subject to him. His failure is the ever glorious story of Judas Maccabaeus and his dynasty. The Jew in that era might have borne his subjection, but he would not lose his right to worship God. In the great struggle which arose, he kept his most precious right and gained his freedom, too.

"Have they in Russia no knowledge of hisory, who speak so lightly of driving God out of the heart? One might as well try to blot out the sun by an edict, forbid the moon to shine, or by noisy clamor, to frighten the stars away. To drive God out of our lives, is like decreeing amidst singing birds, swelling buds and the greening grass, that spring shall adorn the earth no more. It is the wild fruit of rank materialism.

"Pogrom of the Spirit"

"Massachusetts and Boston have a peculiar right to extend sympathy in this hour of Russia's trial. The foundations of our life as a people were laid in the faith of God. All our foundations, religious and civil, are in faith in God. Our religious roots are often far separated, but we all believe in God.

"We lift our hand in prayer, that He may bring Russia out of all her distresses."

Rabbi Rubenovitz declared the anti-God campaign of the Russian government constitutes a second kind of pogrom, a pogrom of the spirit.

"It once was said of the Bolsheviki," he said, "that they had ended the days of pogroms in Russia. But there are two kinds of pogroms, physical and of the spirit.

Atty.-Gen. Warner in Address

"In the one you kill and burn. In the other you try to destroy the souls of millions—who knows which is worse?"

There is a law of physics, he said, which says that for every force exerted, there is a reaction in the opposite direction. "Perhaps in that will come the solution in Russia," he said, adding that "you cannot dragoon people in matters spiritual. That attempt is doomed to failure. Liberty is the very essence of the soul."

RECORD 3/17/30

Faneuil Hall Rally Wires to Washington

A crowd that filled Faneuil Hall, "Cradle of Liberty," to overflowing yesterday, applauded denunciation of Soviet Russia by ministers of all creeds and representatives of city and state, for its religious persecution of Catholics, Protestants and Jews, and wound up by sending resolutions of protest to the State Department at Washington.

It was the first time in the history of the city that representatives of all creeds assembled under one roof to voice their horror at unspeakable atrocities committed against men and women whose only offense was to worship God, according to the dictates of their conscience.

Rev. Jones I. Corrigan, S. J., professor at Boston College, declared the government of Soviet Russia had been guilty of unbelievable acts of cruelty against ministers of various religions. He read from a report made by a priest of the number of Catholic clergy who had been put to death for the practice of their faith.

"Over 6000 priests have been crucified or put to death in various ways by the Soviet government," he said. "Since the Russian revolution 50 per cent of the Catholic clergy have disappeared because of religious persecutions in Russia.

PRIESTS BURIED ALIVE

"Priests have been buried alive in quicklime, one priest was hanged from the altar of his church, another priest was buried alive after his eyes were burned out, and in another instance water was poured over the unclothed body of a priest in freezing temperatures until he became a statue of ice.

Fr. Corrigan said the Pope had set aside next Wednesday as a "day of prayer the world over for Godless Soviet Russia." The priest insisted a distinction must be made between the Russian people and their government.

"It is not the 150,000,000 people of Russia who are guilty of this," he said. "They are under the heel of a minority which is ruling Russia."

ALL FAITHS UNITED

Rev. Frederick Harlan Page, D. D., president of the Massachusetts Congregational Conference, speaking as the representative of the Protestant churches of Boston, said:

"Massachusetts and Boston have a peculiar right to extend sympathy in this hour of Russia's trial. The foundations of our life as a people were laid in faith in God. They who came sailing into Plymouth in 1620 and into Boston 10 years later, were men and women whose first high purpose was to establish a home where their faith in God could have full and free expression.

"The trouble wrich brings us here is unique. It is new to the modern world. It is an outbreak against faith in God. At last we have a situation where those who are sensitive to the cries of the human soul in religious distress can all stand together whether Protestant, Catholic, Jew or Gentile."

Atty.-Gen. Joseph E. Warner represented Gov. Allen and was given an ovation when he arose to speak. He declared the stability of government rests upon religions and denounced the atrocities as of such a nature as to be scarcely believable.

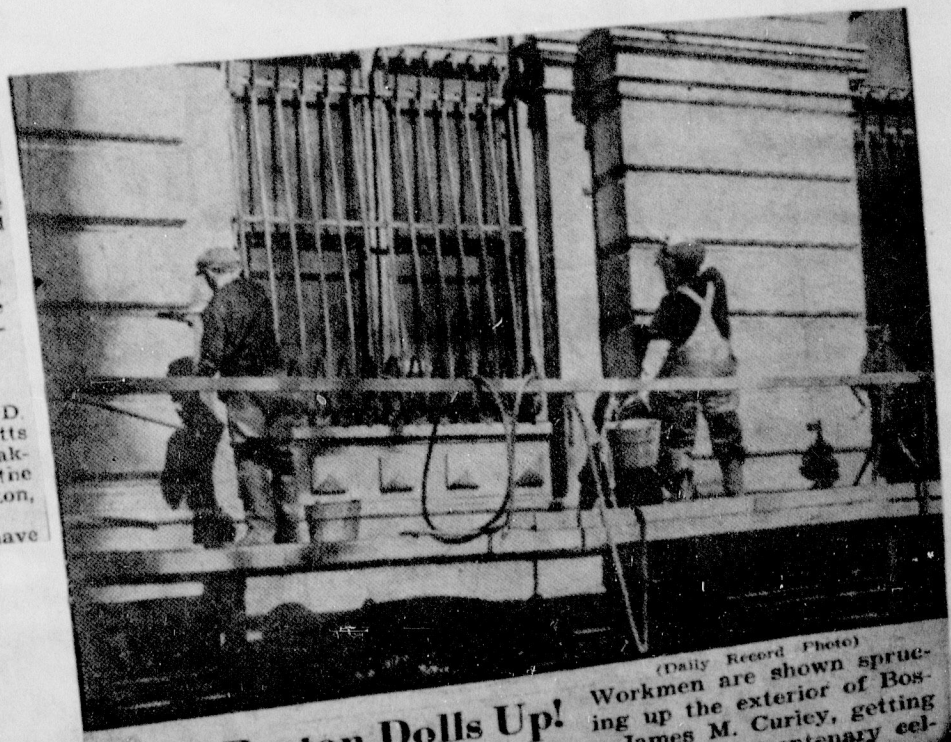
Former Russian consul and ex-Congressman Joseph Conry represented Mayor Curley, who was kept away from the meeting by his wife's illness. He joined in execriating the Soviet government for its attitude toward the people of all religious faiths.

Rep. Isadore H. Fox opened the meeting, which was under the Jewish Congress committee of Boston. He introduced Samuel Kelesky, who presided as chairman.

Rubbi H. H. Rubenovitz declared Bolshevist Russia was not the first to attempt to stamp out religion, but said they will learn that their effort will fail as all previous efforts have failed, in spite of the violence and persecution by which they are trying to achieve it.

Former U. S. Sen. William M. Butler, Cong. John McCormack, City Councillor Israel Ruby, Mrs. Jennie Loitman Barron, former member of the school committee, and Asst. Atty.-Gen. Louis Sawyer were among the speakers. Rabbi Stephen S. Wise in a letter expressed regret at being unable to be present, but hoped the meeting would "speak out with earnestness and vigor."

After the adoption of the resolutions the entire assemblage joined in the singing of "The Star Spangled Banner."



(Daily Record Photo)

Dame Boston Dolls Up! Workmen are shown sprucing up the exterior of Boston City Hall under orders from Mayor James M. Curley, getting everything bright and glistening for the coming Tercentenary celebration this summer.

GLOBE 3/18/30

MARK SPOT WHERE BRITISH BEGAN EVACUATION OF BOSTON



Miss Alice Vestella Daniels of the Children of the American Revolution unveiling bronze tablet at 148 State st.

The business men of State st and Mayor Curley's Commission on Marking Historic Sites joined in observance of the 154th anniversary of State st yesterday the former putting up temporary markers on numerous historic buildings on the street and the latter unveiling a bronze tablet marking the spot where the evacuation of the British began.

Early in the forenoon William E. Chamberlain of the State Street Trust Company, representing a large group of State-st business men, directed the placing of the following markers:

No. 1 State St—Site of the bookshop of Daniel Henchman, 1728, and of Henry Knox, 1775.

No. 2 State St—Site of the house of John Coggan, who opened the first shop for the sale of merchandise in Boston.

No. 27 State St—Site of the first meetinghouse in Boston, 1632-1640.

No. 30 State St—Site of the Royal Exchange Tavern in the 18th century.

No. 40 State St—Site of the Royal Customhouse, 1770.

State Street Trust Company Building, Corner State and Congress Sts—Site of the mansion house of Gov John Winthrop, 1630-1642.

No. 15 State St—Site of the Rose and Crown Tavern.

No. 66 State St—Site of the British Coffee House, where James Otis was assaulted by John Robinson, one of the customs commissioners in 1769.

State and Kilby Sts—Site of the Bunch of Grapes Tavern in the latter part of the 18th century.

State St, West, Corner of Change Av—Site of the whipping post stocks and town pump, later a famous market section.

State St, East and Merchants Row—Site of the Admiral Vernon Tavern in the 18th century.

In addition, the business men's committee decorated the old State House in buff and blue bunting and attached streamers of the same colors to street sign posts all along the street.

The more formal celebration of the street's anniversary and the evacuation of the British came in the afternoon, with numerous military bodies and patriotic associations participating.

They formed a line of march in Pemberson sq at 1 o'clock and marched to the site at 148 State st, where the tablet was unveiled. The unveiling address was delivered by Judge Thomas H. Dowd of the Municipal Court. The tablet was dedicated by the Massachusetts Society of the Sons of the Revolution.

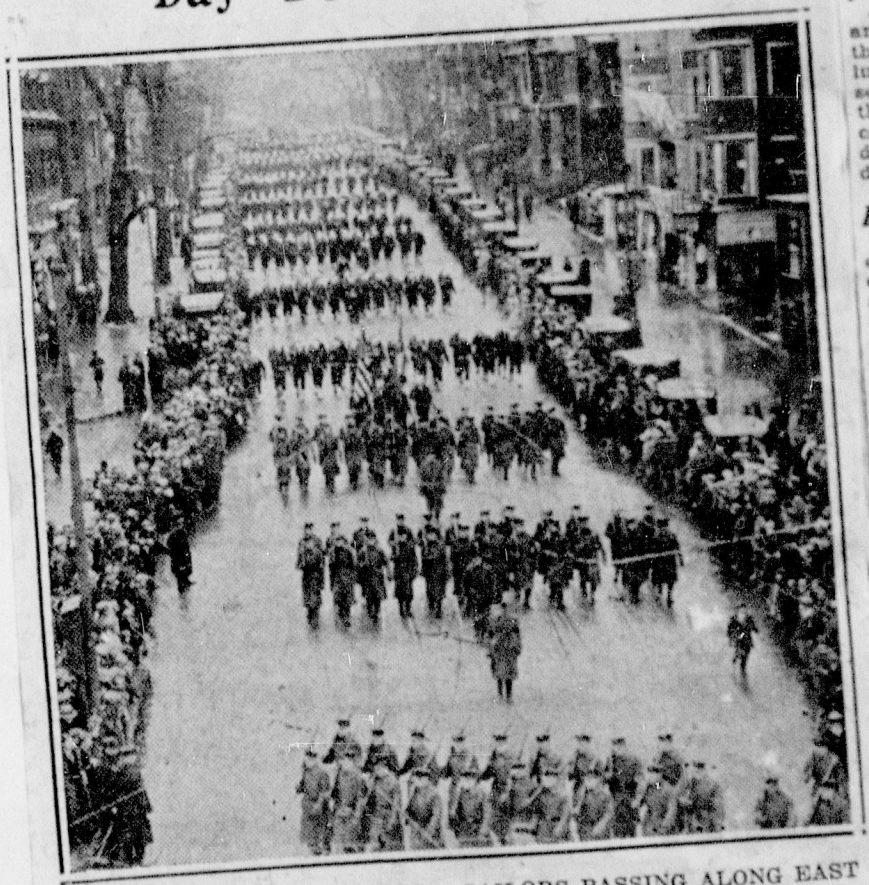
It was a coincidence and a matter of some good-natured comment, that the exercises took place next door to the British Consulate, where the British flag, always officially flown, was up yesterday as usual and close enough to the scene of the exercises to seem to be a part of the decoration.

The inscription on the tablet reads: "Site of the head of Long Wharf, built by the citizens of the town, 1710, from which the British embarked on their evacuation of Boston, March 17, 1776. Placed by the city of Boston, 1930."

GLOBE 3/18/30

PARADE OF 7000 SEEN BY 100,000

Enthusiastic Throngs at South Boston's Big Evacuation Day Demonstration



UNITED STATES MARINES AND SAILORS PASSING ALONG EAST BROADWAY TO WEST BROADWAY IN SOUTH BOSTON PARADE.

Through the gaily-festooned canyons of a constituency whose patriotic fervor defies all weather signals, upward of 7000 men and boy marchers shuffled over 5½ miles of wet and slushy pavements yesterday afternoon to the blood-stirring tunes of a score of bands and the plaudits of 100,000 cheering spectators, in commemoration of South Boston's 154th anniversary of an historic military evacuation.

From 2 in the afternoon until dusk settled over the famous peninsula, South Boston's streets from Edward Everett sq to the dismissal point of the annual parade at the corner of West Broadway and Dorchester av, hissed with the measured tread of thousands of wet boots. Pretty girls waved from tiers of windows, and shrill-lunged patriots of the knee-high-to-a-grasshopper generation competed with their elders for standing space along the sidewalks.

Punster on Hand

March winds, and leaden skies, which providentially ceased dripping just as Chief Marshal Edward C. Carroll waved a "forward march" signal to the bugler, had no noticeable effect upon the spirits of a throng which gathered as usual "to put the day to bed."

Even the irrepressible punster was on hand. He evaded the plain clothes sleuths, and, before the constabulary was aware that "dirty work" was going on, the bad news was in circulation up and down the crowded thoroughfares; to wit, "On the 17th of March, the redcoats departed—and Howe."

In rain or shine, the patriotic spectacle in South Boston is a thrilling affair, thoroughly spiced with the leaven of democracy.

Hardly had the marching column melted away into the gathering darkness than the brilliant illumination of thousands of domiciles was beckoning the chilled throng to the informal warmth of an evening of indoors hospitality.

As is customary, a blend of racial and national loyalty was reflected in the bunting which gave the district a luminous appearance despite the absence of sunshine. Everywhere along the line of march, the green, white and orange flag of the Irish Free State was displayed amid clusters of the predominant red, white and blue.

Delays at Start

Chief Marshal Carroll got his long column moving at 2:15, but there were delays at the start, and several stops along the route, so that the last colorful float in the civic division passed the third of three reviewing stands at 5:15 p m.

It took the parade three-quarters of an hour to pass this stand at the corner of Broadway and B st, where a congestion of silk-hatted dignitaries returned the "eyes right" of the marchers by fraternal gestures and the exposing of craniums to the elements.

Front rankers at this post of honor were Gov Allen, Mayor Curley, protected against a treacherous climate by a big fur coat; Lieut Gov Youngman, State Senate Pres Gaspar G. Bacon, Dist Atty William J. Foley, Congressman John W. McCormack, State Senator Robert E. Bigney, Representative Eugene Durgin, James F. Powers of the Governor's Council and City Councillors.

Chief Marshal Carroll, Lieut Edward M. Sheehy, U. S. A., retired, his chief of staff; Maj Paul Hines, U. S. A., adjutant; C. P. O. William L. Kendrick, U. S. N., retired, and others of the staff, reviewed the parade a block up Broadway at A st.

Officialdom made up an advance section of the parade, immediately behind the chief marshal and his mounted staff, until it turned down Broadway from Columbia road, when the automobiles carrying the Governor and others sped ahead to their reviewing place.

Halt to Await Governor

At the start, there was a mixup which left the Governor's car far behind. So a halt was called on Dorchester st, where the crowds were just beginning to congest into the throng encountered over the last half of the route. This was to bring Gov Allen up to the head of the procession.

Both the Governor and the Mayor traveled in open cars, and exchanged salutations with the multitude unscreened by glass and upholstery.

While the head of the line rested on Dorchester st, detachments of the Army, Navy and Marine Corps were also paraded up to positions at the

Globe 3/18/30

INQUIRY INTO SCHOOL FINANCES WELCOMED

School Committee Issues Unanimous Statement

Board Evidently Split on Position of Supt Burke

Although the School Committee again reiterated last evening that it would welcome any investigation of the school expenditures, it was evident that the board was split on the position of Supt Jeremiah Burke. The board held a conference which lasted nearly two hours, the members coming into the open meeting at about 8 o'clock.

Chairman Joseph J. Hurley read a statement upon which he said all members had agreed. Although Francis C. Gray was confined to his home with illness, the paper had been read to him and received his indorsement, making it unanimous. Mr Hurley read the statement, as follows:

"The School Committee welcomes the Finance Commission's declared intention of investigating school expenditures. The criticisms made by the Finance Commission have been leveled not at the integrity of the members of the Board of Apportionment, but at their judgment. Every man is innocent until the contrary is proved. This fundamental American principle finds application here. The public should reserve its decision until the report of the Finance Commission has been acted upon by the School Committee.

Pledge Action, If Needed

"If the School Committee finds, after the Finance Commission's report, that any mistakes have been made and that a repetition of such mistakes can be avoided by School Committee action, then the School Committee hereby pledges itself to take whatever action is necessary in the premises, regardless of the individual, individuals, or system, which may be affected by such action.

"Two years ago the School Committee appointed a Survey Committee composed of such citizens as Judge Michael H. Sullivan, former chairman of the Finance Commission; Pres A. Lawrence Lowell of Harvard University, Carl Dreyfus, Francis R. Bangs, Frank P. Fenton, and Mrs Willard Dana Woodbury to investigate the entire school system. After devoting a year and a half of study to this investigation, the Survey Committee has presented to the School Committee its report. The present School Committee has devoted one extra meeting each week to the consideration of the Survey Committee's report, on which much progress has been made.

"The School Committee will give the same consideration to the Finance Commission's report and will take any action it deems necessary upon the receipt of the report."

Business Manager Praised

Chairman Hurley presented auditing of the financial report of the business manager Alexander M. Sullivan by a certified public accounting firm, which concluded with the statement: "We are pleased to comment upon the standard of efficiency maintained at the office of the business manager and also upon the willingness of all branches to cooperate in the performance of the audit." Mr Hurley added "I hope the press gives the same consideration to this laudable comment made by Charles E. DiPesa Company, as it does to those not so commendable."

A summary of the February financial statement submitted by the business manager, covering the second month of the current financial year, said the expenditures for all items of maintenance under control of the School Committee amounted to $1,270,677.95; for alterations, repairs, furniture and fixtures for school buildings by the Department of School Buildings, $37,065.29, and for lands, plans and construction of school buildings, $219,847.72.

Total expenditures were $1,527,590.98.

PRESENTING CITY'S EXECUTIVE WITH BOUQUET IN SOUTH BOSTON



Miss Marguerite Sweenton of the Industrial School for Crippled and Deformed Children handing tribute to Mayor Curley in connection with Evacuation Day exercises.

Record 3/18/30

PARKMAN IN FIGHT TO SAVE HUB $250,000

The city of Boston would receive at least $250,000 additional annually from fees for licenses and permits if the Legislature were to pass legislation giving the City Council authority, subject to the approval of the mayor, to establish fees.

This was the contention of Senator Henry Parkman, Jr., of Boston, yesterday, in urging before the legislative committee on municipal finance favorable action on a petition of the legislative committee of the City Council designed to vest in that body the power to fix such charges.

HERALD 3/18/30

Contd

parade from that point. It had been planned to honor a group of 150 or more but the raw March weather prevented all but a dozen or less from remaining through the spectacle. A number of gold star mothers rode in the parade.

The stand where the Governor and mayor and all the civic dignitaries took the review was on West Broadway at B street. Besides the Governor were Lt.-Gov. William S. Youngman, Dist.-Atty. William J. Foley, Councillor James Powers, President Gaspar Bacon of the State Senate, Representatives Eugene Durgin and John L. Reardon, Senator Robert O. Bigney, Capt. R. Z. Johnston of the navy and other men prominent in official and political affairs.

The chief marshal and staff reviewed the parade at a stand erected in West Broadway at A street.

The head of the column passed the B street stand at 4:30 P. M. and the last float in the civic section rumbled past at 5:15 P. M. The place in line usually reserved for a coast guard unit this year was assigned to the 3d battalion of the 372d infantry, Massachusetts National Guard, a negro organization commanded by Maj. Lackland F. Hewitt.

G. A. R. CHEERED

A few Grand Army veterans, scattered through the column in cars, were given a great deal of attention by the crowds. [illegible] massed colors of the Legion [illegible] those of Veterans of the U[illegible] as well as the camps of a beaut[illegible]nish Wa[illegible] Veterans gave The au[illegible]ch of color to the parade. most pa[illegible]es of these bodies, for the of which [illegible]nade the journey in cars, [illegible]re were many.

The [illegible] arrangements were in charg[illegible]pt. Martin King of Athens street a[illegible]apt. John J. Rooney of the City Point station while the mounted police escort was commanded by Sgt. King.

ASSAILS NAVAL POLICY

McCormick Warns Against Entangling Alliances

The London naval parley and soviet Russia were bitterly assailed last night by Congressman John W. McCormick, speaking before a dinner of the South Boston Citizens' Association at the Elks' Hotel at the conclusion of the celebration of the 154th anniversary of the evacuation of Boston by the British.

The dinner, the final gesture of an all-day celebration and parade in South Boston was attended by 100 men and women. Congressmen McCormick was cheered to an echo as he quoted Washington's farewell address, warning against entangling alliances which the congressman directly applied to the present London navy parley. He pleaded for a strict avoidance of any alliance of the United States in the present conference.

Mayor Curley was represented by State Senator Robert Bigney, who expressed the mayor's regret that he was unable to be present at the celebration.

Others who spoke included Representative John J. Reardon, chairman of the affairs; Judge Edward L. Logan and Toastmaster Thomas P. O'Connor.

Representative Reardon lauded all who had assisted in the celebration, which he characterized as the most successful ever held in South Boston.

CALL SILVERMAN TO EXPLAIN SLUR

Legislators Hear He Said Some Could Go To——

CITY COUNSEL DENIES REPORTED REMARK

Corporation Counsel Samuel Silverman of Boston has been requested by the legislative committee on municipal finance to appear before its assembled members Thursday morning at the State House to explain some disparaging remarks he is alleged to have uttered about several members last week in a State House elevator at the conclusion of a hearing.

Representative John K. Joy, Jr., of Springfield, clerk of the committee, told his associates that he overheard Silverman remark to a friend "We'll entertain five or six of the big fellows at the Parker House and the rest can go to hell." Joy, unrecognized by Silverman, was a passenger on the elevator and his report of the incident is said to have been interpreted by the committee as an indication that the corporation counsel could sway the committee through the entertaining process.

The elevator scene was staged shortly after the conclusion of a hearing before the committee on Mayor Curley's petition for authority to borrow $15,000,000 over a period of three years on a bond issue for the construction of schoolhouses.

Silverman has made a complete denial of the accusation. Prior to a meeting of the committee yesterday he discussed the incident informally with several members and at that time disclaimed ever having uttered the slighting remarks. Joy stoutly maintains that he could not have been mistaken.

The committee has no authority to force Silverman to appear. His invitation was forwarded yesterday in the form of a mailed request to the corporation counsel and if he chooses to decline the bid [illegible] committee must wait until he again appears before it to discuss legislative matters and then the issue would have to be brought up in an indirect manner.

There are no Massachusetts statutes providing punitive measures for lese majeste, consequently the offended dig-

[illegible]ity of the committee members may never be smoothed.

There have been rumors of discordant relations among members of the committee. There have been accusations that two or three of the members have engaged in secret conferences on legislative matters with municipal authorities, and this alleged double-crossing has been resented by some of their associates.

Senator Frank W. Osborne of Lynn is the chairman and the other members are Senators Roger Keith of Brockton, Cady R. Elder of Amherst and Samuel H. Wragg of Needham, and Representatives George P. Anderson of Boston, John Halliwell of New Bedford, Archibald M. Estabrook of Haverhill, Renton Whidden of Brookline, Representative Joy, Dexter A. Snow of Westfield, Ralph W. Hamilton of Cambridge, Edward J. Kelley of Worcester, Daniel J. Coakley of Chicopee, George C. McMenimen of Cambridge and W. E. Higgins of Boston.

HERALD 3/18/30

Throng Defies Storm to View So. Boston Parade

Evacuation Day ceremonies yesterday, in spite of raw March winds, gray skies and stinging cold, were carried out with a swing and enthusiasm that befitted one of the earliest outdoor celebrations that mark the Tercentenary year.

More than 100,000 persons lined the streets to watch the parade that has become an annual classic in South Boston patriotism.

An appealing feature of the South Boston parade was the part taken by children. Nearly 150 pupils of the Industrial School for Crippled Children, in St. Botolph street, were the guests of Mayor Curley. Seated in warm buses and entertained with ice cream cones and other refreshments, they saw what was, to many of them, the first parade of their lives.

Nearly 2000 schoolboys marched over the long route, bravely keeping step to the music, on wet streets, in the face of a keen wind that made the soldiers glad of their warm overcoats.

The century-old hospitality that marks this day of days on the historic peninsula was a little more w[illegible]ead if that were possible, than usual this year and the entire celebration there was a marked success, with harmonious participation by national, state and city authorities.

One of the Tercentenary features of the day was the presence here, as guests of the occasion, of a delegation of the United Train Artillery Veterans Association, with a color guard, from Providence, members of an organization the original band of which toiled under Washington's directions to fortify Dorchester Heights.

The mayor, in accordance with time-honored custom, was host at a breakfast given yesterday morning to the committees and officials connected with the day's celebration. It was served at the Copley-Plaza Hotel, William H. McSweeney, the orator of the previous evening at the exercises in a South Boston theatre being a guest of honor.

The patriotic organizations of South Boston joined in exercises at the monument crowning Dorchester Heights, the climax of the occasion being the placing of a wreath on the monument. Dr. William H. Griffin, past department commander for Massachusetts department of the American Legion was in charge of the exercises. Brig.-Gen. John J. Richards, former adjutant-general of the state of Rhode Island, made the principal address, which was responded to by Lt.-Gen. Edward L. Logan. The Rev. Edward A. Morton, a former pastor of the Phillips Congregational Church, pronounced the benediction and the Gate of Heaven Church band furnished music. There was a flag-raising by the war veterans of South Boston.

Participation in this ceremony was one of the main objectives of the visit of the veterans of the United Train of Artillery Veterans, from Providence. One of their number, Frederick N. Vinal, whose home is at 414 Walnut street, Willimantic, Conn., was severely fatigued by the march up the steep hill and collapsed. On the advice of Lt. Dr. James J. Regan he was removed to the Carney Hospital.

DEDICATE TABLET

Another Tercentenary feature was the dedication of a tablet in lower State street, pla[illegible] on a building, by action of the ci[illegible] government, commemorating the British withdrawal from Boston and from Boston Harbor on March 17, 1776.

South Boston's official and civic celebration was carried through with all the old-time fervor, with approximately 7500 marchers in line, including military organizations of the United States regular army, the navy and marine corps, plus state regiments with honorable histories of war service reaching far back into the nation's past, and various other soldier and sailor organizations of which Massachusetts is proud.

Both Gov. Allen and [illegible]ayor Curley reviewed the parade, each attended by his entourage, and each was the recipient of offerings of flowers, tendered to them by children.

It was estimated that the celebration was witnessed by 100,000 persons, a large proportion of this number thronging the streets, and countless others watching the columns swing past from windows, doorways, porches, roofs, balconies and from every conceivable point of vantage.

PARADE AT 2

The parade formed in Edward Everett square, and started promptly at 2 P. M., to the music of the Ninth U. S. Coast Artillery Band. Gov. Allen, attended by Brig.-Gen. Jesse F. Stevens and members of the state staff, arrived shortly before that hour, as did Mayor Curley, who was attended by City Treasurer Edmund L. Dolan. The chief marshal of the day was Edward C. Carroll, U. S. navy, retired, who had an impressive staff, including the mayor as honorary chief marshal, with his secretary, Arthur J. Corbett, and Director Philip J. O'Connell of public celebrations as honorary aides. Chief Marshal Carroll's chief of staff was Lt. Edward M. Sheehy, formerly of the army, Maj. Paul Hines of the [illegible]-time 26th division, was adjutant, ch[illegible] of petty officer (retired), William L. Kendrick, of the navy was liaison officer; and Lt. Adolph Francis Casper and Lt. John Joseph Martin were aides. There was, besides, a large honorary staff, which was to have been headed by Gen. Clarence R. Edwards, but he was detained at home by illness. Gen. Logan, Gen. "Jack" Dunn and Gen. Charles H. Cole were among the members of this staff, as were Col. John Hughes, chief of staff at the army base, Capt. R. Z. Johnston of the navy, Lt.-Col. W. F. Hoadley of the marine corps, Lt.-Col. William G. Blake of the present 26th division staff, Maj. William P. Brown of the army, Col. George H. Hosley, national chief of staff of the G. A. R., Dept. Comdr. Max Singer of the [illegible]eterans of Foreign Wars and [illegible] William J. Murphy, a South Boston [illegible], now resident on the Pacific coast, who is national commander of the Disabled American Veterans, and came on to take part in this South Boston "old home" celebration.

Owing to the cramped quarters that the streets around Andrew square afforded to manoeuvre such a mass of traffic as centred about the starting point, there was some difficulty in getting all the officials in line in order of precedence, and the column was halted with the head resting about Old Colony avenue while the Governor's car was brought up to the position of honor at the right of the line.

IN RIGHT PLACES

Again, after the first section of the parade had circled Thomas park, it was found that a number of other organizations were preceding the navy and marine contingents. This was not in accord with correct usage in such affairs and by an adroit movement the naval and marine units were cut out of line, marched through some by-streets and rejoined the column at their rightful place in line.

At the Shurtleff school, Seventh and Dorchester streets, a group of 140 children from the Industrial School for Crippled and Deformed Children was waiting, snugly sheltered from the weather in five Gray Line buses, under the care of two nurses from the City Hospital, and the superintendent of the school, Vernon L. Brackett.

Miss Margaret Sweeton, of 19 Ellery street, South Boston, left one of the buses and advanced on crutches to the mayor's car, where she presented the mayor with a bouquet of roses, carnations and tulips, in appreciation of the act of the mayor in making it possible for them to witness the parade.

The Sweeton girl was attended by several other children from the party in the buses. They were: Kathleen Ryder, 42 St. Albans road, Back Bay; June McAuley, 5 Haverford street, Jamaica Plain; Mary Hagerich, 91 Smith street, Roxbury; Henry Cushing, 11 School street, Brookline; Cornelius Twomey, 1 Kenney street, Jamica Plain; Thomas Hennessey, 237 Highland street, Roxbury, and Frank Holderried, 22 Evans way, Back Bay. The arrangements for this outing for the children were made and carried out on behalf of the mayor by Edward Gaffney.

RIDERLESS HORSE

A touching incident of the parade was a riderless horse led at the head of the American Legion staff in memory of Matthew J. Boyle of 43 Avalon street, Wes[illegible] Roxbury. Boyle, vice-commander of Lawrence J. Flaherty post, A. L., was buried only yesterday forenoon.

The whirring of airplane motors overhead was almost incessant from the time the column rounded Dorchester Heigh[illegible] until it had left the bayside far behind and climbed the hill in Broadway. Lt.-Comdr. Charles M. Lyons of the naval reserve was in charge of a squadron of army and navy planes that performed air escort service above the column.

Flow[illegible]s were presented along the route. The mayor received another bouquet at the corner of East Broadway and M street, the donor being Miss Mary L. Butters. At the home of William L. Kendrick, 216 West Sixth street, both the mayor and the chief marshal were given bouquets.

GOLD STAR MOTHERS

Among the [illegible] houses conspicuously decorated along the route was that of Executive Councillor James Powers, in East Fouth street, and the home of Gen. Logan, 942 East Broadway.

A grandstand was erected for gold star mothers in East Broadway at L street and a group of them reviewed the

RECORD 3/18/30

0,000 Cheer Mayor Curley in Parade

Great Throng Jams Line in South Boston

With roaring cheers that drowned out the motors of 12 naval planes circling overhead, 100,000 enthusiastic citizens shouted themselves hoarse during Evacuation Day celebration in South Boston yesterday and accorded a tremendous ovation to Mayor James M. Curley.

Braving snow, sleet and cold, 10,000 marchers streamed between packed sidewalks and houses gay with flags, decorations and placards, as military bands blared stirring patriotic music and crowds cheered.

Flowers for Mrs. Curley

Just as it was last year, the highlight of the day occurred when Mayor Curley passed along the line of march in a car, with Edward M. Dolan as his companion.

Time and again, the mayor was forced to stand and doff his hat to the cheering throng, while twice he descended from the machine to receive floral tributes for his sick wife, one of which was presented by Miss Margaret Sweeten, who acted for pupils of the Industrial School for the Crippled and Deformed.

An added tribute to the city's chief executive lay in placards which were displayed on many houses and which read: "Boston Got What It Wanted When It Got Curley."

At one point on the line of march, however, a respectful silence was observed by the multitudes who had come to join in the riotous celebration. The point was at L st. and Broadway, where a small reviewing stand had been erected for eight Gold Star mothers.

Salute to Mothers

As each military unit passed this point, a regulation salute was given to the eight mothers who, from their elevated platform, watched the troops pass by with wistful eyes.

Cheers and hand-clapping also welcomed Governor Allen, who, accompanied by James E. Power of his council, occupied a prominent place in the parade.

Other notables who received their share of enthusiasm were Lieut.-Governor Youngman, Adjt.-Gen. Stevens, Gaspar G. Bacon, president of the Senate; Representative Eugene Duggan, Congressman McCormick, Representative J. J. Reardon and State Senator Robert Bigney.

As the units of the army, the navy and the marine corps streamed through the streets, it was noted that each commissioned officer wore a mourning band on his arm as a mark of respect to the late Chief Justice, William Howard Taft.

Many Units in Line

The parade was led by Chief Marshal Edward C. Carroll and staff, who were followed by detachments from the regular services and the national guard.

All veterans' organizations and their auxiliaries were represented, while cadet organizations, Boy Scouts, a civic division and 28 floats lent variety to the spectacle.

The parade began at 2 p. m. at Edward Everett sq. and passed through the heart of South Boston to the disbanding point on Dorchester ave.

Prior to the parade, a long series of patriotic observances commemorating the evacuation were held. Special performances in theaters were rendered for children, historic points on State st. were marked, while an Evacuation Day breakfast was held by Mayor Curley at the Copley-Plaza Hotel.

Other Exercises

Exercises on Dorchester Heights followed, with a parade from Pemberton sq. to State st.

Throughout South Boston, the old custom of "open house" was observed, while a dinner was held by the Charitable Irish Society at the Hotel Somerset at 6 p. m.

Evening exercises included a banquet of the South Boston Citizens Association at the Elks Hotel, a St. Patrick's Day celebration at the Tammany Club and a reunion of the Central Council of Irish Clubs.

Mayor Greeted by Crippled Kiddies



(Daily Record Photo)

One of the touching scenes in yesterday's celebration at South Boston is shown above. Marguerite Sweet and other children from the Industrial School for Crippled Children are shown presenting His Honor with a boquet.

TRANSCRIPT 3/18/30

Parking in the Financial District

The decision of a group of leaders in the financial district to take an active interest in traffic conditions, on streets within their district, is surely commendable. In such voluntary effort on the part of men having a direct concern for the welfare of the district lies not only an important but an indispensable aid to the work of the police and the Boston Traffic Commission.

The matter just now chiefly raised by this distinguished committee of citizens is the problem of parking. One of the basic reasons why this problem exists today in an acute form in certain streets of the financial district is that the police are not successfully enforcing the existing rules for the restriction of parking. But one of the principal causes of this lack of success on the part of the police is, in turn, the fact that the officers have no very definite way of assuring themselves that the business men of the district itself want the rules strictly enforced. On the contrary, the police constantly encounter what seems to them evidence that rigid enforcement would not be welcome.

We have in mind, for instance, the results of a careful statistical study made the other day in a part of the financial district east of Postoffice square. The survey showed that the average time during which all the cars parked there remained standing at the curbs on the streets in question was four hours and fifteen minutes. So large an over-running of the one-hour rule would seem to indicate clearly that the parking of many cars in this part of the district was not the result of visits made there by motorists for the transaction of specific matters of business, but was the result of parking by men engaged throughout the day at work in the office buildings there.

Such a condition may, on the one hand, show that the use of the streets in this manner is doing the particular individuals concerned a real service. On the other hand, there is the unquestionable disadvantage that such long-time parking greatly decreases the utility of the streets for persons coming to the district to transact business. The task of finding even space enough to permit passengers to alight at the curb becomes harder and harder.

That is the condition which has now especially engaged the attention of the volunteer committee. Unquestionably it will be helpful to have the distinguished members of the committee study the problem thoroughly for themselves, and reach their own decision just what is best for the interests and welfare of the important district in question. When they have definitely agreed among themselves on a solution, good results will soon follow. The making of sound rules is important, but effective and thorough enforcement of them, after they are made, is much more important.

AMERICAN 3/18/30

SCHOOL PLAN BLAMED FOR SITUATION

Pupils Forced Out of Buildings for the Installation of New Equipment

The enforced use of portable buildings by Boston school children to make way for the installation of mechanical equipment in the school buildings proper, came to the attention of Finance Commission Chairman Frank A. Goodwin today in his personal investigation of alleged extravagance in the distribution of school funds.

Charges of "extravagant waste" were embodied in the last report of the defunct schoolhouse commission, which specified an outlay of $2,525,386 for mechanical equipment in schoolrooms, installation of which is declared to have forced children into the portable structures.

Asked about specific instances in which school money had been "wastefully" spent, Francis E. Slattery, former chairman of the old board, declined to catalogue the buildings under fire.

"I do not personally know what line of investigation Mr. Goodwin is at present following, but he has a free hand to conduct his probe on the basis of our report," said Slattery.

WATER CUT OFF IN 12 HOMES IN TAX DRIVE

The first gun in Mayor Curley's battle against delinquent landlords who have failed to pay water taxes was fired yesterday when the water supply in twelve homes was shut off.

All 12 "raids" were carried out in the Charlestown district, and in each case tenants were allowed to retain their own supply, only the personal supply of the delinquent landlord being cut off.

The action came as a result of the new order made by the mayor one month ago, in which all back taxes were ordered paid by March 15 under pain of discontinued water service.

Since that time, cash has been pouring in, and the total of taxes collected from this source so far is $180,000 in excess of that collected last year.

Among the landlords penalized yesterday were several who owed more than $2,000 in taxes. Constables working under direction of the city engineer will carry the work on until all back payments are in.

RECORD 3/19/30

CLAGGETT TO BE PRESENTED HERO BADGE

Strabo V. Claggett of Newton, investment banker, is to be presented a silver fire badge today in recognition of his heroism in rescuing a "human torch" in the explosion of a gasoline tank at the site of the old Boston post office building Dec. 14, 1929.



S. V. Claggett

The badge will be given Claggett in Mayor Curley's office at City Hall at 11 a. m. by Fire Commr. Edward F. McLaughlin.

The gasoline tank explosion set fire to the clothing of Joseph McDonald of Codman pk., a worker on the post office wrecking job. While McDonald and others were trying to beat out the flames Claggett ran up, stripped off his own coat, wrapped it around McDonald, rolled the man in the street and smothered the clothing flames.

Then Claggett rushed McDonald to Haymarket Sq. Relief Hospital where the burns were treated.

POST 3/19/30

COMMITTEE TELLS OF PLAN

Financial District to Present Its Case

The committee on street parking control, recently formed in the financial district, will present its case at a hearing before the Boston Traffic Commission today. The committee will be represented by Alexander Whiteside. The hearing will be held at 10 a. m. at the Traffic Commission hearing room, 154 Berkeley street.

In a letter to the Boston Traffic Commission, the committee expresses its belief in the elimination of passenger car dead parking in the financial district, at least during business hours. This proposition has received practically 100 per cent support from the various banking, investment and business interests in the financial district.

The committee is also strongly recommending that a 90-day try-out of real enforcement be had in both the retail and wholesale districts. In addition it recommends the elimination of parking on important through streets throughout the business section of Boston, as has already been done on Washington street and Tremont street. The committee points out that large amounts of money have been expended by the city in improving and widening certain streets as through ways, but their utility in that respect has been practically destroyed by present parking violations. The committee also emphasizes its belief that the new traffic light control system, expected to be put in operation within the next three weeks, will fall far short of its full value in handling traffic in this downtown section unless an early solution of this passenger car parking problem

Post 3/18/30

Mark Spot With Tablet Where the British Began to Evacuate Boston



UNVEIL TABLET WHERE BRITISH EVACUATION BEGAN

Business men of State street united with the city authorities yesterday in celebrating the anniversary of the evacuation of Boston by the British. Here is the spot where the Loyalists embarked, and has been marked for the benefit of visitors during the tercentenary celebration. It was also the anniversary of the naming of State street, which had been called King, Court and Queen street.

Business men of State street united with the city authorities yesterday in celebrating the 154th anniversary of the evacuation of Boston by the British and the naming of State street which, under the royal governors, had been known as King, Court and Queen streets.

In the morning a committee of business men, consisting of William E. Chamberlain of the State Street Trust Company, chairman; Thomas Gannett, Hermann R. Clarke, Thomas Groom, Frank Black, Paul J. Foster, Frank B. Lawler and Reed Anthony, decorated the old State House at the head of the street in buff and blue bunting, streamers of which they tied to all the street signs on the street, and then placed temporary markers on historical sites for the benefit of visitors during the tercentenary celebration.

In the afternoon various military and patriotic societies gathered in Pemberton square and marched to 148 State street, where a bronze tablet, marking the site where the British started to evacuate the city, was unveiled by Miss Alice Vestella Daniels of 58 Lowden avenue, West Somerville, great-great-granddaughter of Lieutenant Tingley, a patriot of the Revolution. Judge Frank Leveroni presided and Judge Thomas H. Dowd delivered the address. The Rev. Russell H. Stafford made the invocation.

Post 3/18/30

SEES VICTORY FOR HOME RULE

Curley Thinks Garrett Case Paves Way

In his first official reference to the Garrett probe, Mayor Curley yesterday expressed the belief that the investigation of the police department would lead to another "home rule" victory for Boston through the transfer of the control of the police from the State back to the city.

Addressing more than 150 prominent officials at the St. Patrick's-Evacuation Day "breakfast" at the Copley-Plaza, the Mayor stated: "I think as they proceed with the investigation of the police department they are taking another step towards 'home rule,' which is desired in this city, especially when 'milk' is selling along the 'speakeasy' route at $1.25 a quart," referring to testimony before the investigators at the State House.

The Mayor's reference to "home rule" came after President Bacon of the State Senate had declared that the Legislature had full confidence in Mayor Curley's administration, proving it by granting him a $16 tax limit, representing $1.25 more than he requested. He expressed the belief that cities and towns should be allowed greater freedom of government by the State. Speaker Saltonstall of the House also stated that the Legislature was pleased to co-operate with the city.

The Mayor unfolded his plans for completing the last link in the construction of the South Boston Strandway and the erection of a fire-resisting bathhouse at L street, at a cost of $750,000. When completed, South Boston will have four miles of breathing space on the Atlantic Ocean, a $2,225,000 recreation centre which the Mayor characterized as the best gift ever presented to a community on the occasion of a tercentenary celebration.

STARTS ON PROBE OF SCHOOLS

Chairman Goodwin of Fin. Com. Begins Survey

Starting the investigation of school expenditures, officials of the Finance Commission yesterday visited two school buildings to make personal inspections of conditions which were alleged to have resulted in extravagant waste of school funds and long delay in providing satisfactory accommodations for the pupils of the city.

GOODWIN STARTS SURVEY

Unwilling to leave the survey to paid investigators, Chairman Frank A. Goodwin started out himself to look over the school buildings, accompained by Robert E. Cunniff, secretary of the Finance Commission.

While the head of the investigating commission insisted that the survey would be conducted privately until the commission was ready with the facts to make public its report, school officials and teachers at the East Boston Junior High School as well as the Michelangelo School in the North End, both of which were severely criticised by the old Schoolhouse Commission, stated last night that the Finance Commission officials had made a thorough inspection of their buildings during the afternoon.

Chairman Goodwin and the Finance Commission secretary made copious notes at the East Boston High School, where $110,000 worth of mechanical equipment was installed on the main floor, taking up space equivalent to six classrooms.

$250,000 for Machinery

The capital cost of this outlay for space and machinery was approximately $250,000, according to the old Schoolhouse Commission, which pointed to this as only one element in the high cost of schools.

Former Schoolhouse Commission Chairman Francis E. Slattery stated that his commission protested vainly to the school superintendent and his assistants against "wasting money on shops while the children were forced to live in portable schoolhouses."

At the Michelangelo School, which is being completed at a cost of almost $500,000, the investigators yesterday found that practically the entire structure was built in the form of a public auditorium, providing insufficient classroom facilities for the school children who are now being housed in private school rooms for which the city is required to pay rent.

The expenditure of almost a half million dollars by the school authorities on an auditorium without providing classroom seats for the school children of the North End was also attacked by the old Schoolhouse Commission as an example of extravagance and inefficiency on the part of the school authorities.

It was indicated that Chairman Goodwin and Secretary Cunniff will continue their personal probe today and during the remainder of the week for the purpose of securing first-hand information regarding the alleged wasteful administration of the school construction programme during the past few years.

SILVERMAN TO MAKE DENIAL

Did Not Say He Had Committee "in His Pocket"

Samuel Silverman, corporation counsel for the city of Boston, will go before the legislative committee on municipal finance, Thursday morning, and deny emphatically that he ever stated, as alleged by Representative John K. Joy, Jr., of Springfield that he had the municipal finance committee "in his pocket."

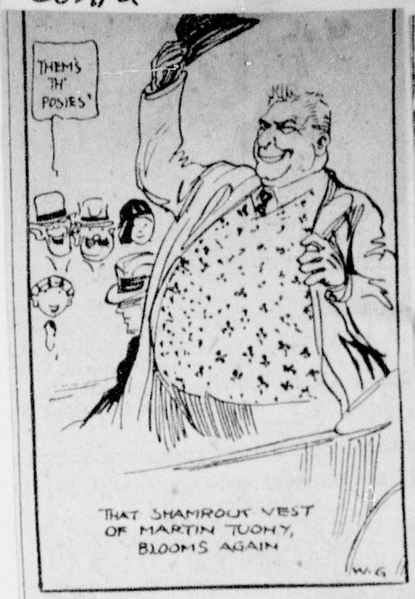
The statement attributed to Silverman, as reported by Joy to the committee, was in connection with the bill for $15,000,000 for the construction of schoolhouses in Boston. According to Joy, when Silverman was leaving the State House at conclusion of the hearing on that bill, the corporation counsel said that he would see "three or four or half a dozen members of the committee at the Parker House and fix the matter up."

"I am very glad of the opportunity," said Mr. Silverman last night, "to appear before the committee Thursday and deny the whole story and present my denial in public before the full committee.

"The story is so absurd that I cannot understand how any legislator would get such an impression from anything I may have said. Some one must have a most vivid imagination to think that I would give utterance to any such ideas. Such a thought never entered my mind."

Contd

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plause all along the line. At O and 4th streets, Master George E. Ware, 4-year-old son of former Representative Robert Ware, gave a bouquet to Governor Allen to deliver to Mrs. Allen.

At that point, as well as at the Shurtleff School, the Gate of Heaven band, St. Vincent's band, and the Kevin Barry Irish pipers stopped to play.

A place of honor was given to the color guard of the United Train Artillery Veterans' Association of Providence, which volunteered for the parade. The old veterans, marching in their colonial costumes behind the original 13-star flag, are descendants of those who drew the cannon up to Dorchester Heights in the Revolutionary days. The veterans received a warmth of applause, and continued in line almost to the finish before the long grind drew too heavily on their strength. They dropped out just as the line reached Broadway.

Skillful Maneuvre

During the early part of the parade, the marshals effected a smooth maneuvre that brought a detail of 400 naval men sent from Newport and Boston navy yard and two companies of soldiers and marines up from a place midway back of the van to their scheduled positions near the front. These outfits were the Ninth Coast Artillery Band, the 13th Infantry and the 301st Company of Marines, with a Navy band and a detachment of sailors. In view of the disputes over position in other years, the movement was skilfully conceived and carried out without interrupting the smooth flow of the parade.

These outfits had their colors draped in mourning for former President Taft and the officers wore mourning bands on their sleeves.

The procession moved through flag-draped lanes along Columbia road, Dorchester avenue, Dorchester street, West Sixth street, E street, West Fourth street, G street, Thomas Park, East Sixth street, H street, East Fourth street, I street, Columbia road a second time, L street, East Fourth street, Farragut road, East Broadway to Dorchester avenue, the point of dismissal.

Plane Skims Tree Tops

Overhead, two groups of airplanes swooped and stunted, flying low over the harbor and sweeping upward to the heights. Roaring over Columbia road, one of the machines skimmed the tree-tops while its motor sent echoes from house to house. Every building on Columbia road along the line of march was decorated, the Stars and Stripes mingling with the Green, White and Orange of the Irish flag.

During a halt on I street, the planes cavorted in great fashion and thousands of eyes were turned upward as the aviators went through their paces. The roar of the motors advancing toward the columns caused many involuntary ducking of heads.

Short stops were made in front of the home of Councillor Powers, which bore the State flag, and at the homes of Chief Marshall Carroll and General Logan. All the groups stopped momentarily at L street and Broadway, where a group of Gold Star Mothers reviewed them.

The main reviewing stand was on Broadway near B street. There Governor Allen, Mayor Curley and other officials received the salutes of the various groups parading by. A block away, Chief Marshal Carroll had his reviewing stand.

Martin Tuohy a Hit

The military units clicked past the reviewers with precision and deftness, but the hits of the day were the cadets and their bands and Martin Tuohy, he of the shamrock vest and vast Irish smile.

Mr. Tuohy was expected by the spectators all along the line, and when he arrived in sight at any given place, with his fingers thrust in the armholes of the shamrock vest to give it all the splendor possible, he was greeted with a storm of cheers and salutes, mixed with more homey responses. Martin accepted all with the dignity of an emperor.

The feature of the parade, on the basis of applause, was the St. Ambrose Cadets and Fife and Drum Crops, a group of several hundred youngsters expertly drilled, who gave the procession a great splash of color. The boys wore a natty uniform of white trousers, red capes thrown over the shoulder to show blue lining, and red and blue caps, set at a jaunty angle.

Other Bands

They were closely seconded by the boys of the St. Vincent's Cadets and Band, some of whom were hardly strong enough to lift their instruments, and the St. Joseph Fife and Drum Corps of Somerville. The latter outfit presented a pleasing front with a combination of yellow and blue capes and white pants.

The civic division was led by John O'Brien, chief marshal; Martin J. Ryan, chief of staff; and Daniel J. Haley, adjutant. It contained representatives of business and industry and professional groups, gold star mothers, and a number of floats, one of which entered by the St. Margaret's Ushers Club, depicted the Spirit of '76.



POST 3/18/30

HUGE PARADE MARKS 17TH

Eight Thousand in Line as 100,000 Cheer Them On --- Inclemency No Halt on Enthusiasm



BOUQUET FOR MRS. CURLEY

Children of the Industrial School for Crippled and Deformed Children didn't forget Mrs. Curley yesterday. They were the Mayor's guests at the parade yesterday.

South Boston flashed its picturesque parade against a dull gray background yesterday and proved that neither cold nor storm can mar the heartiness and vigor of its celebration of Evacuation Day.

A long programme of colorful events, brought to a climax by the procession of military and civic groups, took up the entire day and proved anew that the old section has retained all its loyalty and neighborliness.

Along a six-mile route 8000 persons trudged through slush and rain, while at least 100,000 lined the streets and watched from houses, with the informality that marks the Evacuation Day parade as an unique institution. The dullness of the day, with gray clouds overhead threatening to burst momentarily, only accentuated the brilliance of the demonstration and set off the multi-colored groups as clearly as if they were rockets shot out of a drab background.

All the elements that are mixed to make a modern street demonstration were employed to advantage. Rumbling gun carriages, bearing stiff-backed soldiers, stirring martial music, picturesque garb of children in uniform, decorations galore, and the rhythmic roar of military airplanes made a symphony of sight and sound that was bound to arouse the enthusiasm and emotion of the spectators.

Open House Rule

But above all these elements was the informal manner of the celebration. To thousands of strangers who went into South Boston to watch the ceremonies, it seemed that everybody in the parade knew everybody on the sidewalks and that everyone in the house knew all on the streets. The same spirit of neighborhood feeling was continued throughout the day and the evening, when the citizens of the section held open house and invited all to join with them in celebrating the day the British invaders left the Heights.

Governor Allen, Mayor Curley, Lieutenant-Governor Youngman, President Gaspar G. Bacon of the State Senate and a host of other dignitaries, in addition to the thousands of people drawn from their suburban homes by the spectacle of Southie on parade. And the traditional hospitality of the section was exemplified more fully than ever before.

The Carrolls and the Foleys, the Powerses and the Kendricks received their friends and received strangers with open arms and a fervent word of welcome. There were no employers and laborers, no kings and servants, and no rich and poor yesterday. Everybody was a friend and welcome. That's the manner of South Boston on Evacuation Day, and a bit of snow and a bit of rain, mixed with a dash of frigid temperatures, mean nothing but a good prop to set off the warmth of the welcome.

Always the Feature

The parade, always the feature of the celebration, formed almost miraculously out of a jungle of units in the vicinity of Edward Everett square, Edison Green, Dorchester avenue and all the side streets from Edward Everett square to Andrew square. With scarcely a moment's delay from the time of arrival of Governor Allen and Mayor Curley, the procession was on the way down Dorchester avenue on its long march to Broadway.

A detachment of mounted police, under Sergeant Edward B. Kane, was the vanguard. They were followed by the honorary staff and Chief Marshal Edward C. Carroll and his staff. The honorary staff included Captain Richard Z. Johnston, representing Admiral Philip Andrews; Lieutenant-Colonel W. F. Hoadley of the Marine Corps; Lieutenant-General Edward L. Logan, William J. Murphy, national commander of the American Disabled Veterans; Commander Max Singer of the Veterans of Foreign Wars, and Colonel John Hughes.

Mayor Curley, accompanied by City Treasurer Edward Dolan, led the line of distinguished guests as far as the Shurtleff School, where the pupils at the Industrial School for Crippled and Deformed Children, viewing the first parade, presented a bouquet of roses to be given to Mrs. Curley. The children were enabled to see the parade through the efforts of the Mayor. Seats had been installed for their comfort, but because of the weather they remained inside of several large buses.

Curley, Allen Applauded

Governor Allen, who was accompanied by Councillor James F. Powers and Adjutant-General Jesse F. Stevens, was maneuvred to the head of the line and rode in a car abreast of the Curley machine. Both the Governor and Mayor were in open cars, and received an



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PARADE SIDELIGHTS

It took the parade about an hour to pass a given point. Considering the length of the line of march there were comparatively few delays.

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A force of 350 police officers in charge of Captain Martin King of the Athens Street Station were stationed along the line of march.

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Five airplanes in battle formation circled overhead while the parade was in progress. Another lone aviator provided the crowds with thrills by swooping down low, seeming to skim over some of the house tops.

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"The Sidewalks of New York" seemed to be the popular selection of many of the bands as they paraded in front of the reviewing stand at A street and Broadway, and the big delegation of Democratic officials on the stand showed their appreciation with generous applause.

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The cars bearing Governor Allen and Mayor Curley were alongside during most of the parade. Both executives were kept busy doffing their tall hats to the cheers and plaudits of the crowds.

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As if in final benediction, the sun managed to break through the clouds for the first time in the day, towards the close of the parade.

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One of the big hits of the parade was made by the fife and drum corps of St. Ambrose's Church, Dorchester. These youngsters, many of whom seemed hardly more than primary grade age,



in their red capes and their red and blue hats, rendered some very fine music, too.

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All street car traffic was stopped on streets over which the parade passed. Many who were late reaching South Boston were sadly disappointed when they arrived at Andrew square and learned that the cars were not running along Broadway. They were forced to walk quite a distance to catch up with the parade.

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The Kevin Barry Irish Piper's Band, in their bright plaid costumes, did not lack for enthusiastic support from the crowds lined on the curbings. And the gymnastic swings of the bass drummer set the crowds in high glee.

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There was a most generous display of the Stars and Stripes flying from the windows and verandas of private residences. And the Shamrock, too, was not lacking in evidence.

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There were very few among the spectators who recognized one of the sprightly officers leading the 372nd Infantry, Massachusetts National Guard, as "Ned" Gourdin, whose specialty was breaking broad-jump records when he was a student at Harvard.

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Martin Touhy, with his vest of Shamrocks, was lustily cheered all along the line, as he rode high on an automobile, which was weighted down with almost every lad in the neighborhood, it seemed.

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Mayor Curley remained on the reviewing stand at A street and Broadway until the entire parade passed by, but Governor Allen left the reviewing stand early.

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A baby in a carriage had a narrow escape from serious injury when the door of an automobile swung open just at the start of the parade at Andrew



square, and struck the carriage a glancing blow.

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Mayor Curley and District Attorney Foley, who stood beside each other on the reviewing stand, exchanged some smart quips with some of the humorously inclined among the crowds of merry makers who were gathered about the reviewing stand. Near the close of the parade, one man who had been garrulous, yelled: "Well, its all over now, I'm off for Jamaica." "Jamaica ginger, probably," someone in the stand replied.

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A colorful showing was made by the United Train Artillery Veterans, who occupied a conspicuous place near the head of the parade. They wore the uniforms of Colonial soldiers, and although many were well advanced in years, they marched along with a spring to their step.

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A tremendous jam occurred at the Broadway subway station after the parade, as thousands crowded the entrances. The "El" lost many fares, too, as a great many hoofed it to Boston proper along Broadway.

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GLOBE 3/18/30

SEEKS BOSTON CONTROL OF LICENSE AND PERMIT FEES

Power for the city of Boston to set fees for licenses and permits is asked in a bill which was heard by the Legislative Committee on Municipal Finance yesterday. Senator Henry Parkman told the committee that the passage of the bill would give Boston an additional income of $250,000 a year.

Mayor Curley and the City Council were recorded in support of the measure by Budget Commissioner Charles J. Fox. He asserted that the city is not placing itself on record as opposed to the special commission's bill. He simply believed, he averred, that it did not go far enough.

After relating details of the survey made by him, Mr Fox enumerated seven charges which would not be covered in the commission's bill. Those include certificates for municipal liens, permits for storage of gasoline, explosives and inflammable fluids, testing, sealing and adjustment of measuring devices, certificates for constables and miscellaneous officers, permits for street openings, third-class druggist licenses and licenses for the sale of fireworks.

These items are not specifically covered in the commission report, he said.

John J. Cummings, State inspector of standards, opposed the bill on the ground that it would permit the city to fix the fee for sealing weights and measures.

H. Ware Barnum, general counsel for the trustees of the Boston Elevated Railway, believed that under the provisions of the bill, street railways might be subject to a charge for locations for tracks or conduits.

RECORD 3/18/30

SILVERMAN TO FACE GRILL AS A "MR. FIX IT"

Corporation Counsel Samuel Silverman must answer to charges that he claimed to hold the committee on municipal finance in the palm of his hand in connection with the $15,000,000 Boston schoolhouse construction loan bill, before that legislative commitee next Thursday.

Silverman, according to Rep. John E. Joy, Jr., of Springfield, who claimed to overhear him in a State House elevator, said he would fix half a dozen members of the committee down at the Parker House and the rest did not matter.

A denial that he ever made such a statement is attributed to Silverman, who claimed he was the only person in the elevator in which he rode to the street floor from the committee room except the elevator operator.

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BATTLE TO OUST BURKE CONTINUES

School Board Pledges Reforms If Need Is Shown

The fight being waged to oust Superintendent of Schools Jeremiah E. Burke from his $12,000 a year post brought several developments yesterday.

It was reported that there was a stiff factional row among the five members of the school committee who are divided as to the advisability of reappointing Superintendent Burke for another six-year term when his present term expires next month. Another attempt made last night to endorse Superintendent Burke was defeated after a heated controversy.

SCHOOL BOARD'S STATEMENT

A statement issued by the School Committee last night, following a heated three-hour star-chamber session, unanimously adopted at the close, declared that if the Finance Commission after its probe finds any mistakes have been made in conducting the Boston public schools, the School Committee pledges itself to take whatever action is necessary, "regardless of the individual, individuals or system which may be affected by such action."

Questioned last night by newspapermen in the presence of other members of the School Committee, at the conclusion of the meeting, as to whether the statement might be construed as an endorsement of Superintendent Burke, Chairman Joseph J. Hurley replied: "I cannot see how you can say it endorses Superintendent Burke."

When the School Committee was confronted with the statement that their failure to publicly endorse Superintendent Burke would be considered as a direct slap against him and the Apportionment Board, the reply was forthcoming: "If it appears that way, we just can't help it, that's all."

That the action of the committee might be all the more unanimous, it was disclosed that before issuing the statement, Committeeman Gray, ill at his home, had been given the statement over the telephone and agreed to its issuance.

The statement of the School Committee was as follows:

Welcomes Investigation

"The school committee welcomes the Finance Commission's declared intention of investigating school expenditures. The criticisms made by the Finance Commission have been leveled not at the integrity of the members of the Board of Apportionment, but at their judgment. Every man is innocent until the contrary is proved. This fundamental American principle finds application here.

"The public should reserve its decision until the report of the Finance Commission has been acted upon by the school committee. If the school committee finds, after the Finance Commission's report, that any mistakes have been made and that a repetition of such mistakes can be avoided by school committee action, then the school committee hereby pledges itself to take whatever action is necessary in the premises, regardless of the individual, individuals, or system which may be affected by such action.

Refers to Survey Board

"Two years ago the school committee appointed a survey committee, composed of such citizens as Judge Michael H. Sullivan, former chairman of the Finance Commission; President A. Lawrence Lowell of Harvard University, Mr. Carl Dreyfus, Mr. Francis R. Bangs, Mr. Frank P. Fenton and Mrs. Willard Dana Woodbury, to investigate the entire school system. After devoting a year and a half of study to this investigation, the survey committee has presented to the school committee its report. The present school committee has devoted one extra meeting each week to the consideration of the survey committee's report, on which much progress has been made.

The school committee will give the same consideration to the Finance Commission's report and will take any action it deems necessary upon the receipt of the report."

GLOBE 3/18/30

CHARGES PLOT TO GET U. S. INTO ALLIANCES

McCormack Calls London Sessions Suspicious

Congressman Talks at Banquet of South Boston Citizens' Association

Accusing foreign Nations of drawing America into entangling alliances Congressman John W. McCormack of South Boston declared that the London conference is suspiciously operating behind closed doors. He spoke at the South Boston Citizens' Association's banquet in the Elks Hotel last night.

"The London conference," said Congressman McCormick, "is operating ostensibly to reduce taxes in the several countries, but in the background we see the permanent effort on the part of the several Nations to organize so that this country may depart from her steadfast policy of keeping out of entangling alliances."

"We want open conferences," he continued, "and open agreements, not sessions behind closed doors, in order that there may not be any question of America entering into suspicious alliances."

In referring to present conditions in Russia, Congressman McCormack said that that country "believes in free love, not in marriage; in State wards, not in family life; in Godlessness, not in God."

Gen Edward L. Logan spoke briefly of the achievements of South Boston men during the American Revolution and the recent World War. He urged citizens of that district to uphold the standards of their forebears. He was introduced by Thomas P. O'Connor, toastmaster.

The dinner marked the culmination of South Boston's Evacuation Day exercises. Appreciation was extended to Mayor Curley by Representative John J. Reardon, president of the association, for his support.

Other speakers and guests were Chairman James P. Hoar of the banquet committee, Rev J. Walter Lambert, Senator Robert E. Bigney, who extended the greetings of Mayor Curley; William Taylor, Pres William G. Lynch of the City Council, Registrar of Probate Arthur W. Sullivan, William Murphy, Edward C. Carroll, Maj Paul Hines, City Councilor Clement Norton, Representative [illegible] Edwards.

GLOBE 3/18/30

LEGISLATORS CALL SILVERMAN ON CHARGE

Said He'd "Fix" It, With Three or Four, Joy Alleges

On $15,000,000 Bill—Corporation Counsel Denies Such Remark

At a meeting yesterday of the Legislative Committee on Municipal Finance it was voted to request Corporation Counsel Samuel Silverman of this city to appear before the committee next Thursday morning in connection with the committee's investigation into remarks alleged to have been made by Mr Silverman.

According to the allegations Mr Silverman commented on the bill of Mayor Curley for a $15,000,000 loan for Boston schoolhouse construction in a manner which the committee resents.

Representative John K. Joy Jr of Springfield has reported to the committee that he overheard Mr Silverman say in a State House elevator after the close of the schoolhouse bill hearing, that he (Silverman) expected to see three or four or a half-dozen members of the committee on Municipal Finance at the Parker House and "fix the matter up."

Representative Joy's assertions are that Mr Silverman added that the "rest of the committee did not matter," and that he held the committee in the palm of his hand.

Beyond the fact that the committee has asked Mr Silverman to appear, no intimation has been given as to the committee's plans. It was stated, however, that Mr Silverman had denied having made such remarks; furthermore, that he had stated he used the small elevator and was its only passenger on that trip.



HERALD 3/19/30

INAUGURATING SERVICE OF THE YANKEE CLIPPER



Mayor Curley addressing crowd gathered to see crack New Haven train depart on its maiden trip.

YANKEE CLIPPER ARRIVES ON DOT

Crack Train Makes Maiden Boston-New York Trip

[Special Dispatch to The Herald]

NEW YORK, March 18—The good ship on wheels, Yankee Clipper, Capt. John J. Pelley, dropped anchor at the scheduled moment in the Grand Central station tonight, and the skipper sent the following telegram to the directors:

"Arrived New York on time after the smoothest trip ever had on any train anywhere at any time in my life, and passengers unanimously of same opinion."

The crack train poked her nose into thick weather as soon as she left the South Station and it was feared that, because of heavy going, the schedule might not be maintained. Every point was made on time, however, without mishap of any kind. The fog was thinner at Providence and was gone at Westerly. The train traveled absolutely on the calculated schedule. The stops at the Back Bay, Providence and New Haven stations were shorter than those made customarily by the Merchants Limited and it was not necessary to put on any extra speed. Thousands of spectators cheered and waved all along the route.

The two Yankee Clippers, the eastbound and the westbound, passed each other at Crescent Beach. Vice-President Campbell, who is the traffic man of the road, and Vice-President J. A. Droege, who is also general manager, had calculated that, if everything went properly, the "ships that pass in the night" would do the passing at exactly the point where they actually did whizz by each other. The passengers pressed noses against the windows to watch the rendezvous. It was all over so quickly that they hardly realized that it had happened at all.

The most striking feature of the train is its easy riding. There is less rumbling, less jolting and a far greater degree of smoothness than on any other train of the New Haven. President Pelley explains this as due to the mechanical equipment and also to the uniform speed. Mr. Pelley had made an engagement to go to the theatre with James J. Phelan of Boston, and appeared in evening clothes, ready for the evening's adventures a few minutes before the train pulled into the Grand Central. He had a conference on railroad matters with Gov. Tobey and Louis E. Kirstein, a member of the Massachusetts committee which is studying the problem of railroad consolidation. Mr. Kirstein had the prize souvenir of the journey, the coupon of the first ticket for the maiden trip.

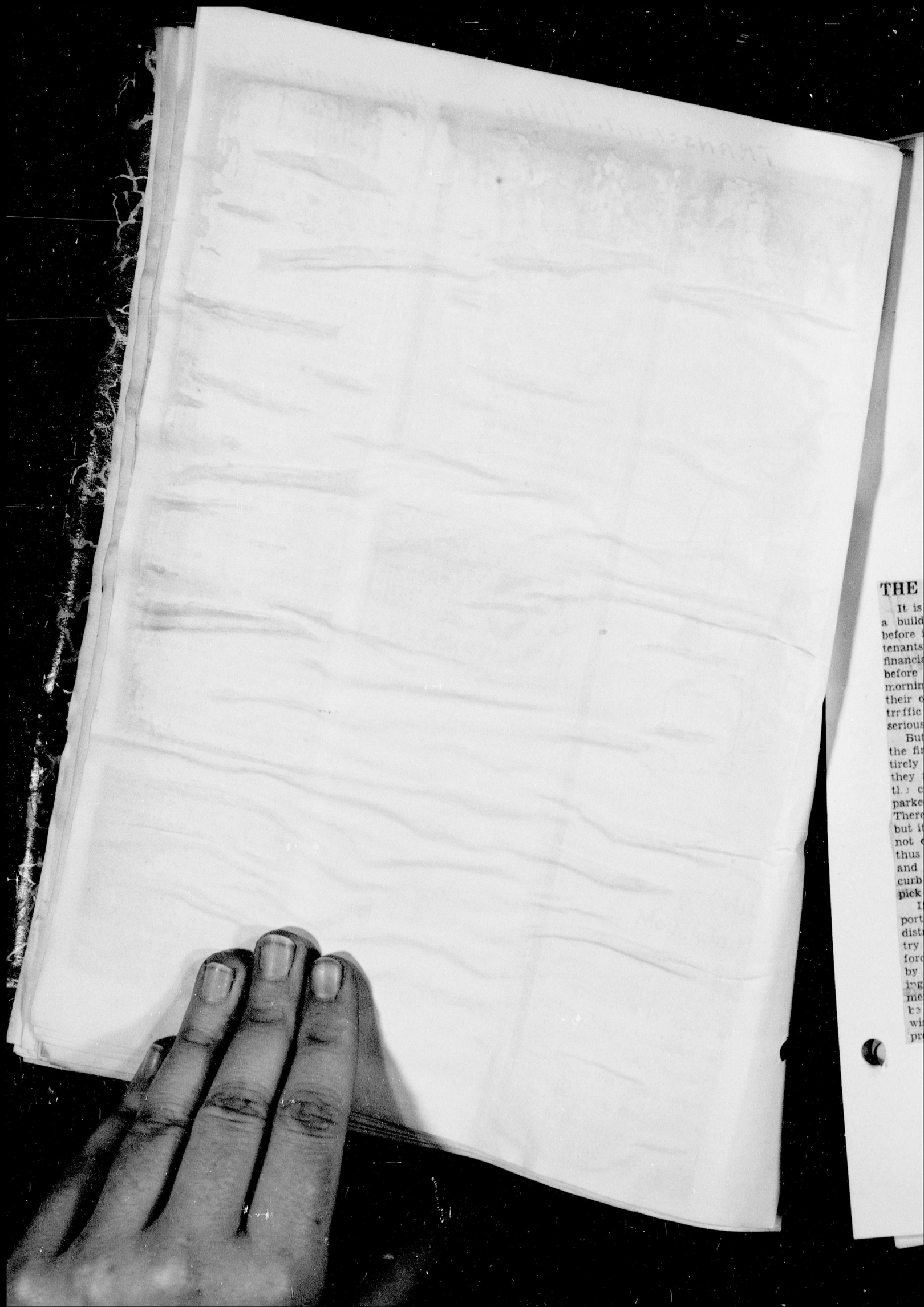
TO FLY TO PANAMA TO GREET BYRD

W. Irving Bullard to Act as Official Representative Of Boston

A non-stop flight from Boston to Panama to greet Comdr. Byrd is contemplated by W. Irving Bullard, Boston banker and cotton broker, who will act as official representative of the city of Boston. The spectacular move is believed to be one to assure Mayor Curley's welcome -home-to-Byrd committee, of which Mr. Bullard is chairman, precedence over any committee representing the state.

Mr. Bullard left for New York yesterday and it was said he planned to continue on to Panama where he will meet the Byrd party. He planned to be gone for about six weeks or accompany the party home. Last night it was intimated by his son, E. J. Bullard at the Hotel Somerset, that his father might return and prepare to fly to Panama. He said when his father left yesterday he had not decided whether he would return within a few days or not. His father has spoken of the non-stop flight often during the last week, he said.

By the time the East Boston tunnel or bridge is built, we won't need it. We'll all be flying.



HERALD 3/19/30

City Shuts Water off in 12 Homes To Compel Payment of Service Bills

Action to compel delinquent property owners to pay overdue water bills was started yesterday when 12 houses in Charlestown, all occupied by owners, were deprived of water.

Unpaid bills amounted to more than $2000. In only one case, according to city officials, did the shutting off result in immediate payment. One delinquent hurried to City Hall and settled a bill of more than $200.

Several weeks ago Mayor Curley set March 15 as the deadline for the payment of overdue water bills. Two additional days of grace were granted by the water service of the public works department. Yesterday the houses of 12 property owners were carefully chosen and inspectors were ordered to shut off the water.

Some of the delinquents are in arrears for water furnished to six or seven dwellings, but instead of depriving tenants of water, Christopher J. Carven, who is in charge of the water service, picked only the buildings in which owners live.

He made it plain that it was not the purpose to cause inconvenience to any tenants, but to hit directly at owners. Such a plan is looked upon as a very effective method of insuring prompt payment of overdue bills.

Daily the collection campaign will be extended, but Engineer Carven entertains the belief that when property owners realize that the city means to collect the bills or to deprive them of water they will speedily settle.

To date collections for water have been $160,000 in excess of the similar period last year.

SOUTH BOSTON PARK WORK IS AWARDED

Mayor Expects Project Will Aid City's Unemployed

A contract for the erection of concrete bleachers with a seating capacity of 10,000, and for the filling, grading and improvement of Columbus Park, South Boston, was awarded by Mayor Curley yesterday to A. G. Tomasello & Son, Inc.

The Tomasello bid of $242,385 was the lowest proposal submitted by 13 contractors, and the bids ranged from that figure to $422,155.

"Work will start Monday," said the mayor, "and this project should at least do something towards relieving unemployment."

It is the intention of the firm to place six gangs at work, and to do several phases of the contract simultaneously. The contract includes the grading and filling of the entire park, the laying out of a running track, baseball and football fields, laying water and drain pipes, building granolithic walks and grading the beach.

THE NO-PARKING PROPOSAL

It is indeed unusual when the occupants of a building ask the city to prohibit parking before its doors. But that is exactly what the tenants of a majority of the buildings in the financial district will recommend at a hearing before the Boston Traffic Commission this morning. That they are willing to abrogate their own privileges in an effort to ameliorate traffic congestion generally is evidence of the seriousness of the situation.

But these gentlemen, we assume, would be the first to agree that they are not moved entirely by altruistic motives. The privileges which they now possess are practically worthless, as the curbs before their offices are lined with parked cars from early morning to late evening. There is, of course, a parking limit of one hour, but it is enforced so little that it might as well not exist at all. The long barricades of cars thus created slow up the flow of moving traffic and hinder motorists who wish to stop at the curb for only a few moments to discharge or pick up passengers.

If, as it seems, the proposal has the support of nearly all the financial concerns of the district, it seems an excellent opportunity to try out in Boston the no-parking rule now in force in Chicago's "loop." Little will be gained by the city as a whole, however, if the "parking hogs" are permitted to move their encampments to other downtown streets. Nothing will be gained, as we have said before, if even the wisest regulations are as laxly enforced as the present ones are.

NO PARKING PLEA UP FOR HEARING TODAY

Leaders in Financial District Appeal to Traffic Com.

The committee on street parking control, recently formed in the financial district, will present its case at a hearing before the traffic commission at 10 A. M. today. The committee will be represented by Alexander Whiteside.

In a letter to the commission, the committee expresses its belief in the elimination of passenger car dead parking in the financial district, at least during business hours. This proposition has received practically 100 per cent. support from the various banking, investment and business interests in the financial district.

The committee is also strongly recommending that a 90-day try-out of real enforcement be had in both the retail and wholesale districts. In addition it recommends the elimination of parking on important through streets throughout the business section, as has already been done on Washington street and Tremont street.

The committee points out that large amounts of money have been expended by the city in improving and widening certain streets as through ways, but their utility in that respect has been practicaly destroyed by present parking violations.

The committee also emphasizes its belief that the new traffic light control system, expected to be put in operation within the next three weeks, will fall far short of its full value in handling trafic in this down-town section unless an early solution of this passenger car parking problem is had.

CLAGGETT TO RECEIVE BADGE FOR HEROISM

Presentation in Mayor's Office This Morning

In recognition of his heroism in extinguishing flames which were burning the clothing of a workman employed in the razing of the old federal building, Dec. 14, Mayor Curley, will today present a silver fire badge to Strabo V. Claggett, prominent Democratic politician. The presentation will take place in the mayor's office at 11:45 o'clock and Fire Commissioner McLaughlin will be among those present.

Claggett is not considered a "spark" but he is said to have a liking for watching the firemen battle flames and in order that he may be privileged to watch them at close range, he will hereafter be armed with an official badge, admitting him within the fire lines.

EXPERTS TO EXPLAIN CITY INSURANCE SURVEY

Representatives of the National Fire Protection Association tonight will explain the recent report of Mayor Curley's committee on fire waste and insurance rates at the regular monthly meeting of the Box 52 Association, to be held at 8 P. M. at 30 Huntington avenue. The report is the first survey of the kind ever made in an American city.



TRANSCRIPT. 3/18/30

A Blow at New England

David I. Walsh of Massachusetts has made a gallant fight for the protection of the New England boot and shoe and leather industries, and if the hybrid Senate of which he is a member has refused protection to these products, it has done so over his dead legislative body. The combination of Democrats and Insurgents which finally, in the Senate yesterday, insisted that all these commodities, along with hides, should remain on the free list was too strong for him, but the shoe and leather workers not only of New England but of St. Louis, Chicago and other industrial communities are warranted in expressing their appreciation of his efforts, for he has led their fight.

The result is one for mixed emotions among the shoe and leather people, however, and this with no reflection upon Senator Walsh. Western senators have stubbornly stood for a duty on hides, notwithstanding the impossibility of passing its supposed benefit along to the cattle raiser, and Oddie of Nevada would have made that duty 26 per cent ad valorem; could he have had his way, for that is how his proposed rate of four cents a pound would have worked out. Compensatory duties on shoes and leather based on any such rate as that would have been prohibitive, it is true, but they would certainly have increased the price to consumers, and the strategy in proposing this duty consisted in making it force the Senate to vote against any rate at all. The makers of men's shoes, as in Brockton, would be fatally hit by any such duty on hides, and as they are not at present threatened by the competition of Czechoslovakia, as are the makers of women's shoes, as in Lynn, they at least can rejoice if hides remain on the free list. In all other countries hides are free, and to increase their cost would have endangered the makers of men's shoes and the tanners of leather alike. The Democratic-Insurgent power was such, however, that they could even have imposed a duty on hides and refused protection to shoes and leather had they been so minded—and some of them were.

The battle now shifts to the House, where the fight for New England must be made again by Representatives Andrew, Connery and Rogers and their colleagues. The House had placed duties of 10, 15 and 20 per cent on hides, leather and shoes respectively, and these items probably will be submitted to a record vote in the House, whose conferees, unlike those of the Senate, are not permitted to act conclusively. It remains, therefore, a question what the ultimate fate of the shoe and leather industry of New England will be. Senator Walsh fought for free hides and moderate duties on shoes and leathers, but he was outvoted.

The Senate sets a dangerous precedent by returning all these articles to the free list, nor is it likely that the shoe and leather industries can receive aid through the Tariff Commission and the President, as the free list cannot be touched. Meantime imports from Czechoslovakia will continue to flood this country; and it may surely be predicted that as American plants are wiped out by this competition, the prices of the foreign product will rise and the consumer be no better off. So far, only women's shoes have suffered from the competition of foreign cheap labor, but, as Senator Walsh has intimated, it is only a question of time when the field of men's shoes will be invaded; and if the Senate has its way, the outlook for New England will be discouraging. It may be well to remember that despite the excellent work of Senator Walsh, his party must bear the responsibility of herding with the Insurgents who have refused New England the protection they have voted so lavishly for farm products.

CURLEY'S BRIDGE BILL ADMITTED

The rules committee of the Legislature at an executive session today voted to admit to consideration the bill of Mayor Curley to autthorize the city of Boston, if it sees fit, to construct a vehicular bridge between Boston and East Boston instead of the tunnel which was previously authorized.

AMERICAN 3/18/30

BROWN THINKS GRANITE P. O. ASSURED

Same Site to Be Used, Says Postmaster-General; Won't Urge Quincy Quarries

Granite will in all probability be used in the construction of the new postoffice, said Postmaster General Walter F. Brown, but whether it will be Quincy granite or not he could not say.

The postmaster general stated that he did not feel free to recommend Quincy granite as the low bidder would get the contract and he did not wish to restrict the field.

Officials in Washington have decided definitely that the new Federal building will be erected on the site of the old one, and it is hoped to begin work this spring, he said.

The postmaster made a flying visit here to look the site over.

SURE OF FUNDS

He is confident that Congress will speedily enact the legislation calling for an additional appropriation of $750,000 that granite may be used.

"We like to help local industry as much as possible," declared Brown, "and we would like to help the workmen of this district, but even though the Treasury Department would consider seriously any recommendations I might make I do not think I care to go so far as to recommend the use of Quincy granite. If such eventually is used well and good.

"Ordinarily in the construction of new postoffices we are building them adjacent to railroad stations in the principal cities. It facilitates the handling of all types of mail.

"In Boston, however, you have a unique situation. Your postoffice is located adjacent to neither railroad station, and the new one will be in the same plight. This was a point of considerable debate for a time, but we finally decided that the new federal building should be erected on the site of the old one."

FETE STAMPS

Touching upon the tercentenary stamp, Postmaster-General Brown declared that 25,000,000 stamps of the special issue will be struck off and distributed to postoffices in Massachusetts Bay alone on April 19. They wil be given general distribution the following day, he said. If more than 25,000,000 stamps are needed, he said, they will be struck off, as the plates will be saved. He pointed out that it became necessary to run off 175,000,000 of the special Edison stamps.



TRAVELER 3/18/30

Governor Square

People's Editor:

Discussing the present traffic situation in Governor square, I find that while the new plans that are being drawn are decidedly less expensive, they do not clear the square satisfactorily for vehicles. We must not look for today, but look for tomorrow.

As I understand it, the number of passengers on surface cars entering and leaving the square via Commonwealth avenue is about 35,000 daily, while the number travelling via Beacon street is about 15,000.

Furthermore, all the lines from the cities and towns in that vicinity are growing rapidly. It is accordingly my belief that a plan such as I herewith describe would entirely remove all car tracks from the square, thus enabling all vehicular traffic to travel freely.

We must also review the spectacle in our mind's eye at the Park street subway station. My plans will also relieve the congestion in the subway.

My proposal provides for building a subway extension about a block beyond Governor square where passengers will change from all surface cars at a street level station between Commonwealth avenue and Beacon street. A station like we now have at Andrew square or Ashmont and at which station all Commonwealth and Brighton avenue and Beacon street cars would circle about and return to its own starting point, such as Lake street, Reservoir and Watertown.

With the improvement of the subway and the installing of a third rail, and the subway train system like the East Boston tunnel, there would be faster travel on entire subway system from Kenmore station to Lechmere square, Cambridge. This would remove surface cars from the subway except the Huntington avenue cars entering at Boylston and Arlington streets, which would run on separate tracks to Park street, as at present and return; or Huntington avenue cars could go as far as Copley square.

With the removal of all car tracks from Governor square, we would eliminate 100 per cent. of the delays now suffered by Elevated patrons and remove all vehicular congestion.

MURRAY A. DENNIS.

Mattapan.

AMERICAN 3/18/30

SKY PARADE WILL HONOR EXPLORER

Plans Are Made for Great Reception Here as Part of June 17th Celebration

One of the biggest aerial demonstrations ever to be staged in New England is planned as a feature of the welcome home celebration to be given Rear Admiral Richard E. Byrd, on June 17, Bunker Hill Day.

Approximately 50 airplanes will take part in an aerial parade from New York to Boston as a guard of honor for the conqueror of the North and South Poles, and the Atlantic ocean by air, if the committee at work now carries out its plans.

Another group of planes will meet the parade as it nears the Boston Airport and join in the aerial reception to the noted explorer.

The invitation to Admiral Byrd will be presented to him at Panama by W. Irving Bullard, chairman of Mayor James M. Curley's "Welcome Home to Byrd" committee. Mr. Bullard left Boston today for Panama where he will meet the Byrd party as their ships, the Eleanor Bolling and the City of New York, proceed through the canal from the Pacific to the Atlantic ocean on their return from the South Pole.

The committee was to hold a session today with Mayor Curley completing its plans for the celebration, which will be held in connection with Massachusetts' Tercentenary.

While the route of the parade has not been definitely decided upon, it is stated that tentative plans call for the planes to fly over Springfield and Worcester and then directly to Boston.

As the planes fly over the various cities they will dip in salute to whistles sounding a welcome.

TRANSCRIPT 3/18/30

Admits Curley Bill to Build Bridge

The legislative committee on rules, following an executive session this morning, voted to admit for consideration at this session the bill of Mayor Curley, authorizing the City of Boston to construct a bridge between Boston proper and East Boston.

School Committee Welcomes Inquiry

All five members of the Boston School Committee subscribed to a statement issued at the close of last night's meeting in which they reiterated a previous statement that they would welcome any investigation of school expenditures proposed by the Finance Commission, which began its preliminary work today.

"If the School Committee finds, after the Finance Commission's report, that any mistakes have been made and that a repetition of such mistakes can be avoided by School Committee action, then the School Committee hereby pledges itself to take whatever action is necessary in the premises, regardless of the individual, individuals or system which may be affected by such action," the statement says.

"Two years ago the School Committee appointed a Survey Committee composed of such citizens as Judge Michael H. Sullivan, former chairman of the Finance Commission; President A. Lawrence Lowell of Harvard University; Carl Dreyfus, Francis R. Bangs, Frank P. Fenton and Mrs. Willard Dana Woodbury to investigate the entire school system. After devoting a year and a half of study to this investigation, the Survey Committee has presented to the School Committee its report. The present School Committee has devoted one extra meeting each week to the consideration of the Survey Committee's report, on which much progress has been made.

"The School Committee will give the same consideration to the Finance Commission's report and will take any action it deems necessary upon the receipt of the report."

Business Manager Alexander M. Sullivan presented the report of expenditures for February, showing that the committee expended $1,270,677.95 for maintenance and that the department of school buildings' expenditures were $37,065.29 for alterations, repairs, furniture and fixtures, and $219,847.72 for land, plans and construction of school buildings. Following an audit of the school finances for the last three months of 1929 Charles E. Di Pesa & Co. wrote that "we are pleased to comment upon the standard of efficiency maintained at the office of the business manager and also upon the willingness of all branches to co-operate in the performance of our audit." Chairman Hurley asked that the papers publish this laudable comment on Mr. Sullivan in the same spirit as the papers print those statements which are not so commendable.



GLOBE 3/18/30 PM

ASKS DEAD PARKING END IN FINANCIAL DISTRICT

Committee Presents Petition to Traffic Board After Thorough Survey

The elimination of passenger motor car dead parking in the downtown or financial district of Boston has been determined upon by the committee on street parking control, which was recently formed to assist in arriving at a solution of the parking problem in the financial district.

After a thorough canvass of the situation, the committee has presented a petition to the Boston Traffic Commission, signed by practically every banking, investment and business house and many buildings in the district, favoring the elimination of passenger car dead parking in the district.

There is little doubt now that the rule against dead parking of passenger motor cars in the district will be adopted and rigidly enforced, and that traffic conditions will be much improved.

Already many persons who have made it a practice to drive to Boston each day in their cars, which they dead-parked on the streets of the financial district, have abandoned this custom, and are traveling by trains and street cars. The automatic electric stop-and-go lights, which have been installed in many places, have so slowed up this class of traffic that the practice is no longer desirable. With the dead-parking privilege taken away from them another large group, unwilling to pay the expense of parking their cars in garages, will abandon the motor car for the trains and street cars.

In the list of several hundred banking, investment and business houses and individuals who signed the petition to the Boston Traffic Commission are:

Harris, Forbes & Co, Hayden Stone Company, The First National Bank of Boston, Spencer Trask & Co, Hornblower & Weeks, Bond & Goodwin, Inc, The National City Company, Post Office Square Company, Water Street Company, The New England Trust Company, Estabrook Company, Tucker, Anthony & Co, Kidder, Peabody & Co, Curtis and Sanger, R. L. Day & Co, Merchants National Bank, Atlantic National Bank, Second National Bank, Lee Higginson & Co, F. S. Moseley & Co, Burr Gannett & Co, Henry G. Lapham & Co, Inc, Minot, Kendall & Co, Inc, J. W. Bowers & Co, Coffin and Burr, Inc, Brown Brothers & Co, E. H. Rollins & Co, H. C. Wainwright & Co, L. Sherman Adams & Co, Boston News Bureau, Bright, Sears & Co, J. R. Williston & Co, American Trust Company, Elmer H. Bright & Co, Jackson & Curtis, Shaw, Loomis & Sayles, Lockwood Greene Engineers, Inc, Laidlow & Co, Washburn Frost & Co, Gunn and Thornton, Investment Trust Securities Corp, Smith, Scott & Co, Inc, Prince and Whitely, Jackson, Storer and Schwab, Federal Street Building Trust, The National Shawmut Bank of Boston and Stone & Webster and Blodgett, Inc.

TRANSCRIPT 3/18/30

Plan Celebration for Byrd's Return

Fifty Planes to Act as Guard of Honor for Explorer June 17

Providence, R. I., March 18 (A.P.)—One of the biggest aerial demonstrations ever to be staged in New England is planned as a feature of the welcome home celebration to be given in honor of Rear Admiral Richard E. Byrd at Boston on June 17, Bunker Hill Day. The Evening Bulletin will say today:

"Approximately fifty airplanes will take part in an aerial parade from New York to Boston as a guard of honor for the conqueror of the North and South Poles and the Atlantic ocean by air if the committee at work now carries out its plans. Another group of planes will meet the parade as they near the Boston airport and join in the aerial reception to the noted explorer.

"The invitation to Admiral Byrd will be presented to him at Panama by W. Irving Bullard, chairman of Mayor James M. Curley's welcome -home-toByrd committee. Mr. Bullard letf Boston today for Panama where he will meet the Byrd party as their ships, the Eleanor Belling and the City of New York, proceed through the Canal from the Pacific to the Atlantic Ocean on their return from the South Pole.

"The committee held a session this morning with Mayor Curley completing its plans for the celebration which will be held in connection with Massachusetts Tercentenary. While the route of the parade has not been definitely decided upon by the committee, it was stated that the tentative plans call for the parade of planes to fly over Springfield and Worcester and then directly to the Boston Airport. As the planes fly over the various cities on the route they will dip in salute to the shrieks of sirens and whistles sounding a welcome."

CITY FEDERATION WILL MEET ON FRIDAY

When the Boston City Federation meets on Friday in the auditorium of the Y. W. C. A. Building at Clarendon and Stuart sts, Mayor James M. Curley will speak on municipal affairs.

Other speakers will be Harris A. Reynolds of the Massachusetts Forestry Association, who will tell about planting and keeping alive shade trees, and W. P. Long, superintendent of the Park Department, who will speak about his work.

Mrs Philip Edward Endres, chairman of municipal affairs, will be in charge. Mrs Carl L. Watson, president, will be in the chair.

TRANSCRIPT 3/18/30

Silverman Wants to Know "What It's All About"

Corporation Counsel Samuel Silverman of Boston, in a spirit of wanting to know "what it's all about," has accepted an invitation to meet the Legislative Committee on Municipal Finance Thursday morning in connection with the committee's inquiry into remarks which he is alleged to have made and which he denies having made.

Representative John K. Joy, Jr., whom Mr. Silverman says he knows, has reported to the committee, of which he is clerk, that he overheard remarks by Mr. Silverman in a State House elevator, after the close of a recent hearing on Mayor Curley's bill for a $15,000,000 loan for schoolhouse construction. According to the representative's report, Mr. Silverman said that he expected to see three or four or a half dozen members of the Committee on Municipal Finance at the Parker House and "fix the matter up."

"I never gave the hearing a thought after I left the committee room," said Mr. Silverman this morning in denying the remarks attributed to him, "and I never discussed the bill at all. I have received the committee's invitation to appear Thursday and I shall gladly go, not only as a matter of courtesy but also because I want to know what it's all about."

Suggests Relocation of Forest Hills Terminal

Urging favorable action on his resolve for an investigation by a special commission into ways and means of relieving traffic conditons at Forest Hills square, Representative Timothy J. McDonough of Boston today suggested that the Forest Hills terminal of the Boston Elevated be moved back to the present Arborway station of the Elevated.

The representative told the legislative committee on highways and motor vehicles that relocation of the terminal could be made at comparatively low outlay and would relieve to a great extent the traffic congestion in the square, which he characterized as the worst in Massachusetts and more pronounced than that in Governor square. The committee took the resolve under advisement.



Post 3/19/30

Large Crowd Sees "Yankee Clipper" Start on First Run to New York



MAYOR BIDS NEW TRAIN GOOD LUCK
Mr. Curley is seen addressing the throng at the South Station shortly before the new train, "Yankee Clipper," left on first run.

The romance woven about the famous old clipper ships that sailed out of New England ports 70 and 80 years ago, was revived yesterday when the new "Yankee Clipper," the fastest regularly operated train between Boston and New York, was given an enthusiastic send-off on its initial trip. The running time of the "Yankee Clipper" is four hours and 45 minutes.

A big crowd was on hand in the South Station to listen to the special exercises, which were broadcast over WEEI, and as the train pulled out on time at 3:30 o'clock, the Weymouth Post Band of the American Legion played the national anthem.

Mayor Curley spoke before the "mike" and declared that the inauguration of this new extra de luxe train proved that the directors of the New Haven Railroad had faith in the future prosperity of New England and of Boston. He spoke at some length on the efforts under way to bring Boston to the forefront, and added that this new train is but another step in the march forward.

President John J. Pelley of the New Haven road, told how the new train was named. He said there was not another train in the country quite like this new train, which he said was justly entitled to be called the Queen of the Rails.

Another speaker was Joseph Edwin Gorham of Plymouth, since 1896 a locomotive engineer on the New Haven road. Back in 1882 he sailed around Cape Horn in the clipper ship St. Nicholas, and again in 1883, in the Triumphant.

Little Miss Evelyn Gorham of Weymouth, granddaughter of Engineer Gorham, was the sponsor of the train, and to each passenger on the train she handed one of the roses from her basket.

Engineer A. G. Bentley of West Haven was at the throttle, with Joseph Willis of New Haven as fireman. George E. Barton of Jamaica Plain was the conductor in charge, with J. C. French of East Braintree as trainman, and William Van Gemert of Roslindale as rear flagman.

The train will carry seven cars on each trip, including a diner. There were a total of 145 passengers on the maiden trip out of Boston, with 22 more scheduled to get aboard at Providence.

CURLEY BRIDGE BILL TO BE CONSIDERED

The bill recently introduced in the Legislature by Mayor Curley seeking to give the city of Boston the authority to construct a bridge between Boston and East Boston in the event that it is preferable to the proposed tunnel will be considered at the present session as

ALLIED ARTS RECEPTION

Mayor Curley, Mrs. Curtis Guild and M. Alain de Maudite will be the guests at the Allied Arts Centre demonstration to be held Saturday at the headquarters, Gainsboro building, 295 Huntington avenue. Mrs. Maud Cuney-Hare, founder and director of the centre, will receive.

RECORD 3/19/30

Where They Checked Out



Alice Vestella Daniels of the Children of the Revolution had the honor, as shown here, of unveiling the bronze tablet at 148 State St., designating the spot from which the British troops embarked in their 1776 evacuation of Boston.

Our expected thousands of Tercentenary visitors this summer will find on their sight-seeing rounds a marker of especial interest. This is the bronze tablet which was dedicated Evacuation Day at 148 State st., the spot from which the British troops embarked on their evacuation of Boston March 17, 1776.

This embarkation was one of the most significant "getaways" in American history. The tablet emphasizes the permanent value, as observed by Judge Thomas H. Dowd, dedication speaker, of Mayor Curley's plan to have our major historic sites suitably designated.

Next door to the tablet, at 150 State st., is the British general consulate for Boston. The British flag flew, as usual, from the consulate flagstaff, so neighborly to the tablet scene as almost to seem part of the decorations for the occasion. Fair enough!

GLOBE 3/19/30

SHUT OFF WATER IN 12 CHARLESTOWN HOUSES

Unpaid water bills amounting to $2000 resulted in the Water Department yesterday shutting off water in 12 houses in Charlestown. The houses were occupied by owners and in but one case did the owner make a hurried trip to City Hall where he settled a bill of $200.

Sometime ago Mayor Curley set the time limit for payment at March 15, but two extra days of grace were allowed by the Water Department. Some of those who owed water bills owned property occupied by tenants, but the water was only shut off in the buildings in which the owners live.

It is not intended to deprive any tenants of water, but the responsibility is on the owner and the Water Department yesterday started on owners.

Engineer Carven believes that all bills will soon be settled when the owners realize that the shutting-off process has started. Collections thus far are $160,000 in excess of the similar period last year.

NO ACTION TAKEN ON CURLEY'S APPOINTEES

No action was taken yesterday by the State Civil Service Commission on the seven pending appointments submitted by Mayor Curley. Three appointees, however, were interviewed yesterday by the commission. They were Vincent Brogna, overseer of public welfare; Mary A. Barr, member of the Planning Board, and E. L. Dolan, city treasurer. Time for action on the first two was set at March 27, and on Mr Dolan, March 29.

Next Tuesday the commission is to interview these appointees: William G. O'Hare, penal institution commissioner; James R. Gibson, member Board of Zoning Adjustment, and Henry Daily, city registrar.

James A. McElaney, appointed a member of the Board of Appeal, has not been notified to appear for an interview. The time in his case does not expire until April 13.

GLOBE 3/19/30

CLAIMS PORT OF BOSTON IS ENTITLED TO RELIEF

The Port Authority of the city of Boston has intervened in the case of the State of New Jersey against the New York Central Railroad and the action is a step along the line of securing for Boston a lower differential rate and make a cargo port of Boston.

New Jersey seeks a lower rate than New York city, and it is now contended that if New Jersey ports are entitled to relief, Boston should be given similar relief.

Corporation Counsel Samuel Silverman yesterday sent the following communication to Mayor Curley on the matter:

"The Port Authority of the city of Boston through its attorneys, Johnston B. Campbell of Washington and Corporation Counsel Samuel Silverman, this day intervened in the case of the State of New Jersey vs the New York Central Railroad Company et al, now pending before the Interstate Commerce Commission.

"The New Jersey case seeks to secure a differential under New York city in favor of certain New Jersey ports. The city of Boston has intervened in this case because it is felt that if the New Jersey ports are entitled to a differential under New York, Boston, being in a similar position, is entitled to the same relief.

"The contention of the New York ports is that the terminal costs and charges are greater at the Port of New York than at the New Jersey ports and that this should be considered in the establishment of railroad rates. The terminal charges and costs at Boston are also lower than those at the Port of New York and, consequently, if the New Jersey ports are to be given relief as against the Port of New York, the city of Boston is entitled to similar relief."

WOULD ADMIT EAST BOSTON BRIDGE BILL

The report of the Joint Committee on Rules of the House and Senate yesterday recommending admission of Mayor Curley's bill for construction of a bridge between Boston and East Boston opens up the way for definite legislation at this session of the Legislature.

The bridge bill, which many feel is a workable solution of the East Boston problem, will come before both branches within a few days and if admitted will be heard as early as possible.

SAYS ELEVATOR WOULD HELP GRAIN EXPORTS

Mayor Curley announced yesterday he had been informed by Gov Allen that the latter would recommend to the Legislature that an investigation and study be made of the advisability of erecting a grain elevator on State land in South Boston, with a capacity of 1,000,000 bushels. According to the Mayor, if the elevator is erected it may be possible to send out bottom cargoes of grain from the port of Boston.

GLOBE 3/19/30

TOMASSELLO WILL ERECT COLUMBUS PARK STANDS

The low bidder, A. G. Tomassello, yesterday got the contract for the erection of a bleacher of 10,000 seating capacity and all the necessary grading, building of a running track, etc, at Columbus Park, South Boston.

Mayor Curley approved the bid of $242,385. There were 13 bidders, the highest bid being $420,155. The second lowest bid was $263,067.

According to Mayor Curley work will probably begin next Monday, and the immediate employment of 100 men will aid unemployment somewhat.

CLAGGETT TO GET SILVER FIRE BADGE

Strabo V. Claggett, Boston broker and recent candidate on the Democratic ticket for State auditor, will be presented with a solid silver fire badge this morning by Mayor Curley in recognition of his heroism at a fire in the old Federal building a few months ago.

According to the records of the fire department, Mr. Claggett saved the life of a workman whose clothing became ignited on Dec. 14 when explosion and fire visited the old post office structure, which was being dismantled.

At the ceremony which will be held this morning at 11:45 o'clock in the Mayor's office, Fire Commissioner Edward F. McLaughlin will assist as the Mayor pins the badge upon the vest of the Democratic leader.

STRABO V. CLAGGETT WILL RECEIVE SILVER FIRE BADGE

Strabo V. Claggett, Democratic politician, at 11:45 o'clock this morning in the office of Mayor Curley, will be presented a silver fire badge by the Mayor.

The presentation will be in recognition of the heroism of Mr Claggett in extinguishing flames rapidly consuming the clothing of a workman employed razing the old Federal Building on Dec 14.

POST 3/19/30

SOUTH BOSTON JOB

Curley Awards $242,000 Contract for Columbus Park Improvements and Orders Work to Start Monday

A major project for the relief of unemployment was launched late yesterday by Mayor Curley when he awarded a $242,385 contract for the completion of improvements at Columbus Park, South Boston, with orders to start the work Monday.

The lowest of 15 bidders, the A. G. Tomasello & Sons Corporation, agreed to place six gangs of workmen on the job by conducting several sections of the improvement simultaneously in order to provide immediate relief for the unemployed.

Under the specifications drawn up by Chairman William P. Long of the Park Commission, the contract calls for the grading and filling of the entire area of Columbus Park, the erection of a concrete stadium with a seating capacity of 10,000 people, the laying out of a running track with baseball and football fields, the laying of water and drain pipes, the construction of granolithic walks and the grading and sanding of the Columbus Park beach.

The other 14 contractors were above the Tomasello bid, their prices running up to the peak which was quoted at $422,155, almost twice the amount for which the work will be accomplished.

AMERICAN 3/14/30

NEW SUBWAY COST SET AT $3,000,000

"L" Trustees in Favor of the Bill as Agreed to by Mayor Curley

Passage of the amended bill agreed upon by Mayor Curley and the Boston Elevated directors and public trustees for the extension of the Boylston st. subway to relieve congestion at Governor sq. was urged by speakers at a hearing today before the legislative committeen on metropolitan affairs.

Corporation Counsel Samuel Silverman said the measure authorizes the subway extension to a point on Beacon st., near the railroad bridge, and on Commonwealth ave. to a point near Temple Israel. The cost he estimated to be $3,000,000.

Representative Luke Mullen of Charlestown, member of the committee, interrupted to ask if the plans for the extension were ready.

Henry I. Harriman, chairman of the El trustees, answered the question by saying the plan had been studied by the Boston Transit Department and was available.

COST TO BE $3,000,000.

Silverman informed the committee the $3,000,000 cost is not a guess, but is based on an actual study.

Under the proposed act, as amended and submitted by H. Ware Barnum, general counsel for the El trustees, Boston will build the extension in the same manner as the Dorchester extension was put through and the El agrees to make the following annual payments to the city:

An amount equal to one-half of 1 per cent of the cost, in addition to the interest on bonds issued, but not less than 4½ per cent in any vent, until such bonds are paid or a sinking fund accumulated sufficient to pay the same at maturity. Any deficit in the operation cost would be assessed on the cities and towns served by the road.

TWO YEARS TO BUILD

Representative Leo M. Birmingham pointed out that the cost to the Elevated will be $135,000 a year. The extension, he said, will take from two to three years to complete. He said he understood the Elevated can take care of the proposition without having to make assessments.

Henry I. Harriman placed the public trustees unanimously on record in favor of the bill.

He also said the plans for Governor sq. will fit in with the proposed rapid transit line No. 1 and 2, if and when they are authorized.

In answer to a question from Rep. Twohig, Harriman revealed that the Metropolitan Transit Council is functioning and has had a number of meetings.

HERALD 3/19/30

SO. BOSTON MAY GET BIG GRAIN ELEVATOR

Gov. Allen assured Mayor Curley yesterday of his intention to recommend to the Legislature an investigation and study of the advisability of erecting a grain elevator at South Boston with a capacity of 1,000,000 bushels.

Such a suggestion was made by the mayor a week ago and he pointed out to the Governor that if the state should erect a modern elevator at South Boston, adjacent to the New Haven freight yards, it will be possible to re-establish the grain export business which Boston has lost in the last 10 years.

GLOBE 3/19/30

AMERICAN 3/18/30

YANKEE CLIPPER MAKES INITIAL RUN TO NEW YORK

New Haven's New De Luxe Train Christened With Impressive Exercises Attended By 5000 Persons at South Station

"All aboard" echoed from all corners of the huge arched overhead of the South Station at 3:30 o'clock yesterday afternoon and there was mingled with the strains of band music the tooting of whistles and ringing of bells of locomotives, the enthusiastic cheers of thousands of citizens who saw "the lines cast off" and the Yankee Clipper, aristocrat of de lux steam railway trains, slip away like a clipper ship on her initial "voyage" from Boston to New York.

The hauling out of the train was the climax of an impressive dedicatory program, lasting from 3 to 3:30 o'clock, from a gaily decorated raised platform at the rail head just at the end of the last car of the luxurious train.

More than 5000 persons viewed the luxurious equipment. Spotted on track 15, from 9 to 11 a m, and at a private view by invited guests from 12 noon to 2 p m, many hundreds of men and women inspected the luxury of it all.

On Monday at Providence 3000 citizens viewed the new modern train.

The exercises yesterday afternoon were attended by men and women prominent in the social, financial, business and industrial world, as well as many leading men in public life, including Government officials.

Pres Pelley Proud of Train

Pres John J. Pelley of the New Haven Railroad was justly proud of his accomplishment in creating such an outstanding example of modern, luxurious steam railway equipment, for surrounding him were men, expert in travel and travel facilities, all enthusiastic in their praise of the equipment of the Yankee Clipper.

At the official exercises there was music by the Weymouth Post, American Legion, band.

Howard Moulton, special representative of the New Haven Railroad, was master of ceremonies and made all preliminary arrangements for the celebration.

The exercises were broadcast over stations WEEI at Boston, WTIC at Hartford and WOR at Newark, N J. Robert Burlen of station WEEI was announcer. Three microphones were set up on the platform where the speakers stood.

Among passengers upon this special fare, 4¾ hours' train to New York were Mr and Mrs George Sloane, bound on a journey they expect to end in India. While others were starting long journeys upon this magnificent modern train none other was going quite as far as Mr and Mrs Sloane.

The train comprises six coaches and a diner. They are named Stag Hound, Red Jacket, Great Republic, John Bertram, James Baines, Lightning and Flying Fish.

Train Crew of Veterans

The combined length of service of the veteran crew of the train is 130 years. Conductor George E. Barton of Jamaica Plain was in charge. In the cab was engineer A. G. Bentley of West Haven and fireman Joseph Willis of New Haven. J. C. French of East Braintree was brakeman and William Van Gemert of Roslindale was the flagman at the rear end, protecting the train.

Taking part in the program was a man who entered the service of the New Haven road as a locomotive fireman 42 years ago. Since 1895 he has been a locomotive engineer and in these 42 years he has maintained a perfect record.

Joseph Edwin Gorham of Plymouth links the clipper ship era of transportation with this newest and most modern vehicle of transportation. Back in 1882, he sailed around Cape Horn in the clipper ship St Nicholas and again in 1883 in the Triumphant.

Mr Gorham addressed the radio audience.

Pres Pelley's Address

Pres Pelley of the New Haven Railroad said, in part:

"Carrying out its intention and promise to give 'service-plus' to its patrons, the New Haven Railroad today adds a new train in each direction to its fleet of main line trains between Boston and New York.

"It is rather interesting to know that this train had its inception not in the mind of any executive of this company, but rather in the minds of our patrons. Some Boston business men said they felt there was a need for another limited train in each direction to be scheduled in between the Knickerbocker Limited at 1 p m and the Merchants' Limited at 5 p m.

"So was planted the seed which has grown into this truly beautiful and fine train, of which we feel sure New England will join us in being proud—for there is absolutely nothing else in the country quite like it. We can feel justly proud of it as the finest day train in the country.

"Throughout the planning and designing of this train we have continually kept in mind the thought that we must build a new train which would be a symbol to New Englanders of the kind of railroad service we are striving to give.

"I desire to mention the wholehearted support the Pullman Company gave to this undertaking—that company having provided, new, all the equipment, except the dining cars, which were bought by the New Haven for use on this train exclusively. Especially do I wish to mention the assistance of Mrs Pelley, who took a lively interest in the appointments of this train, and whose suggestions helped materially to give the train its homelike atmosphere. The interior finish of the dining cars was entirely designed by her.

Naming of Train

"So many really good names were suggested for the train that it was something of a task to select the one which would be most fitting and appropriate. Once we had made the selection, however, there was no doubt that we had made the right one. It is a name which literally 'grows on you'—euphonious, appropriate, and chock full of real New England tradition. That name, as you all know, is the Yankee Clipper. This name was suggested by Charles F. Caley, one of the employes of our general manager's office in New Haven.

"From 1850 to 1860 the Yankee clipper was the queen of the seas, carrying America to its zenith in sea-borne commerce. Just as the Yankee clipper of those days was the queen of the seas, so is this Yankee Clipper of ours the queen of the rails.

"Each car in the Yankee Clipper is named after—and contains a picture of a famous New England-built clipper ship, selection being made of the ships which had the finest records of accomplishment. The clipper ships were many, and their accomplishments were legion. By their names the cars commemorate the beautiful and stately craft which brought so much honor to New England.

"Your energetic and progressive Mayor, James M. Curley, who is bending every effort in the interest of a greater industrial and commercial Metropolitan Boston, in which movement Mayor Curley is assured of our hearty support and cooperation, was kind enough to take time from his very busy activities to come down to help us get our new train off to an auspicious start. We deeply appreciate the honor of his presence."

Mayor Promises Port Boom

Mayor Curley was greeted by a tulmult of cheers, explosions of newspaper photographers' flashlights and music by the band. He spoke in flattering terms of the late Pres Hannouver of the Boston & Maine Railroad and of Pres Pelley of the New Haven, their western courage and faith in New England and Boston, and the wonderful improvements in the territory since they began the development of our railroads.

Mayor Curley promised, with the aid of Pres Pelley, to make Boston once again a port of cargo sailings hauling bottoms of grain. He promised a million bushel grain elevator soon in South Boston on the line of the New Haven Railroad.

Miss Evelyn Gorham of Weymouth, 12-year-old grand-daughter of engineer Gorham, was the sponsor of the Yankee Clipper. Miss Evelyn christened the train and was busy seeing to it that the passengers on this maiden voyage received a rose from the basket she carried.

31-1 AMERICAN 3/18/30

POST 3/19/30

WATER SHUT OFF FROM 12 LANDLORDS

Houses Peopled by Tenants Only Left Alone

Water service constables yesterday shut off the water supply in 12 Charlestown houses, starting the campaign against landiords who have refused to pay their bills due to the city treasury since last year.

WHERE OWNERS LIVE

For the opening of the drive, Division Engineer Christopher J. Carven selected the houses in which the landlord themselves lived so that they personally would feel the pinch of the new edict, promulgated by Mayor Curley a month ago.

As a result of the mayoral warning, cash in payment of water rates has been teeming into the office of City Collector George H. Johnson, who reported last night that the receipts had exceeded by $160,000 the total for this time last year.

More than $2000 was owed by the 12 landlords whose water supply was shut off yesterday. For a number of them owned six or seven houses. In these cases, only the landlord's own home was cut off from the main pipe lines, and his houses in which only tenants lived were left undisturbed, so that no hardship would be imposed upon the innocent tenants. But, the landlord will not get his personal supply of water, until he has paid the water rates for all of his houses.

Engineer Carven announced that his constables will go into every section of the city to drive in the water rates which have been long overdue, taking first, the acute cases, where the property owners have ignored every warning of city officials.

BRIDGE BILL IS ADMITTED

Would Allow City Choice of Bridge or Tunnel

The legislative committee on rules, after an executive session yesterday afternoon, voted to admit for consideration at this session of the Legislature the bill of Mayor Curley authorizing the city to construct a bridge between Boston proper and East Boston.

The purpose for this measure being filed was to allow the city the alternative, if necessary, of constructing a bridge across Boston harbor in preference to a tunnel. The bridge would have four lanes of traffic as compared to two in the tunnel, and would cost, it has been explained, approximately the same amount, about $16,000,000. The bridge also, it has been brought out, could probably be constructed in shorter time than the tunnel. One likely obstacle to the construction of a bridge is understood to be the question of height which the War Department would decide on.

CIVIL BOARD SEES THREE

Dolan, City Treasurer Appointee, Among Them

The full Board of Civil Service Commissioners yesterday interviewed three of the pending seven municipal appointees of Mayor Curley but took no action with references to the confirmation of the choices. Those interviewed were Vincent Brogna, overseer of public welfare; Mary A. Barr, planning board member, and E. L. Dolan, city treasurer.

Time for action on the appointment of Dolan does not expire until March 29, while in the case of the other two, action must be taken before March 27. William G. O'Hare, penal institution commissioner; James R. Gibson, board of zoning adjustment member, and Henry Dally, city registrar, are to be interviewed next Tuesday at the regular meeting of the board.

ELEVATOR FOR GRAIN TALKED

Governor to Authorize State Survey

Co-operating with Mayor Curley in a movement to reestablish the grain export trade here, Governor Allen yesterday announced that he will request the Legislature to authorize a survey to determine the advisability of building a State grain elevator with a capacity of 1,000,000 bushels on land of the Commonwealth adjoining the New Haven railroad yards at South Boston.

In his appeal for State aid for the port of Boston, the Mayor recently explained to the Governor that the opening of the Welland canal this July would give this city an advantage in obtaining grain exports from the Middle West, if an elevator were constructed here in which to store the crop.

WANT BOSTON MADE CHANDELIERS USED

Efforts to arouse a demand for Boston made chandeliers in municipal and other buildings, now under construction, will be the object of a campaign to be inaugurated by members of Metal Polishers and Chandelier Makers' Union, local 95. At a meeting held last night at 987 Washington street it was announced that President John C. Knight and a committee would within the next few days confer with Mayor Curley to show that the matter is deserving of the attention of public officials in Boston and every other city and town in the State.

URGES PUBLIC OWNERSHIP

Twohig Talks on El in Jamaica Plain

Representative James J. Twohig, in a speech last night before the Men's Club of the Boylston Congregational Church, Jamaica Plain, on the Boston Elevated railway, declared that there are only two possible solutions to the problem, a return of the road to the corporation for management and operation or public purchase and operation, as provided in the public control act of 1918.

This act, Twohig said, was intended as a temporary measure to save the company from bankruptcy and to preserve the transportation system of Greater Boston from impending disaster.

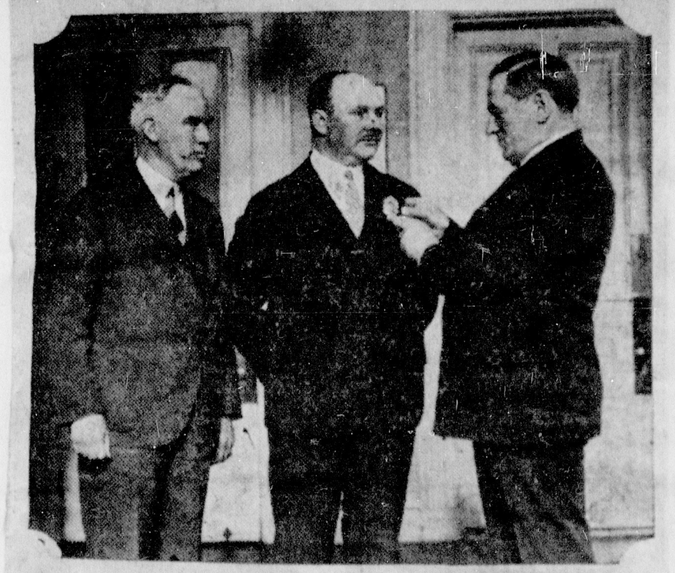
"To make this temporary, war-time measure, with its high, guaranteed dividends, its system of assessing deficits upon the taxpayers, its iniquitous theory of placing complete, indisputable power of management, fares and service in the hands of five persons, the trustees, and the control over future rapid transit developments in the judgment of the company, is simply inconceivable," he said.

"If we are going to have public ownership, let us have it now and get the benefits ourselves, and not allow the stockholders to retain control for more than 50 years, while they reap a golden harvest from the taxpayers and car-riders. My plan provides for immediate public ownership. I cannot see why, if Mr. Harriman is willing to have public ownership 50 years from now, if he thinks it would be all right then, he can object to it now," Twohig added. He spoke of the receding annual revenues, declaring that in 1929 there were 5,000,000 less car-riders than in 1928. Twohig says he favors a service-at-cost basis.

AMERICAN 3/18/30

TRAVELER 3/19/30

Fire Hero Receives Medal



Mayor Curley presenting medal to Strabo V. Claggett for saving the life of Joseph McDonald, 24, of Codman park, Roxbury, when McDonald's clothing caught fire from a gasoline tank explosion in Federal street, Dec. 14 last. Claggett stripped off his coat, wrapped it around McDonald and rolled him on the muddy surface until the flames were extinguished. The presentation was made today in the presence of Fire Commissioner Edward F. McLaughlin.

Congestion at Forest Hills

FOREST HILLS has a bad traffic problem, where the Arborway crosses Washington street, at the Elevated terminal. The legislative committee on highways and motor vehicles has before it a suggestion to relieve the situation.

The chief cause of the traffic tangle at Forest Hills is the Elevated terminal. It has been suggested to the Legislature that the Elevated move its terminal to property almost adjacent to its present location, property already controlled and used by the Elevated as a surface station and storage yard. This is the Arborway trolley terminal. It could be used without interference with its present uses.

Forest Hills Elevated terminal is a huge structure that occupies a great space in what is practically the centre of Washington street, a public way. It should be removed. Another suggestion that might be adopted is that the city purchase a block of old buildings bounded by Washington street, Hyde Park avenue and Lower Walk Hill street, tear down the buildings and leave an open square.

One of these suggestions, or a better one, must be adopted soon, or we shall have another Governor square situation.

$6,500,000 IN BUILDING SOON

Gas and N. E. Fuel Companies to Give Work, Curley Says

Mayor Curley made known today that the Boston Consolidated Gas Company and the New England Fuel and Transportation Company have prepared a program of new construction which will involve an expenditure of more than $6,500,000 and which will provide employment for a period of months to hundreds of men.

The gas company plans to lay more than 144 miles of main pipe for supplying consumers in the Greater Boston district served by the company and in response to an urgent appeal by Mayor Curley, agreement has been made to start this work at once.

The New England Fuel Company will construct three new batteries with 149 coke ovens of the most modern type at its plant in Everett.

"The construction of this new plant," said the mayor, "will not only provide immediate relief to those in need of employment, but will bring about the development of a New England industry in the greater production of coke and gas for heating purposes that means continuous employment of an even greater number of men than have been engaged in the industry to the present time."

In addition, officials of the companies have informed the mayor that the Mystic Steamship Company, affiliated with the New England Fuel Company, will add two towboats to its fleet now operating in Boston harbor. They will be of the most modern type.

The response of these important industries to the appeal of the mayor for the development of New England industries has encouraged him to believe that his industrial program will, in a large measure, bring about the relief of unemployment that is a vital necessity.

TRANSCRIPT 3/19/30

Allen Requests Survey as to a Grain Elevator

Co-operating with Mayor Curley in a movement to re-establish the grain export trade here, Governor Allen today sent a message to the Legislature requesting it to authorize a survey to determine the advisability of building a State grain elevator with capacity of 1,000,000 bushels on land of the Commonwealth adjoining the New Haven railroad yards at South Boston.

TRAVELER 3/19/30

Fire Hero Receives Medal



Mayor Curley presenting medal to Strabo V. Claggett for saving the life of Joseph McDonald, 24, of Codman park, Roxbury, when McDonald's clothing caught fire from a gasoline tank explosion in Federal street, Dec. 14 last. Claggett stripped off his coat, wrapped it around McDonald and rolled him on the muddy surface until the flames were extinguished. The presentation was made today in the presence of Fire Commissioner Edward F. McLaughlin.

GLOBE 3/19/30

MAYOR CURLEY MUCH PLEASED

Gas and New England Fuel Plan Big Construction

Mayor James M. Curley gave out a statement today expressing gratification at learning that the Boston Consolidated Gas Company and the New England Fuel and Transportation Company have made provision for new construction which calls for the expenditure of more than $6,500,000 and the employment of hundreds of men.

The statement follows, in part:

"The Gas Company proposes to lay over 144 miles of main pipe for supplying gas to the residents of Greater Boston District, and expects to start work at once in response to the urgent appeal to the Mayor to relieve the conditions incidental to the unemployment situation.

"The New England Fuel Company proposes to construct three batteries and a total of 149 coke ovens of the most modern type at its plant in Everett. The construction of this new plant will not only provide immediate relief to those in need of employment, but will bring about the development of a New England industry in the greater production of coke and gas for heating purposes, that means continued employment of an even greater number of men than have been engaged in the industry up to the present time.

"The Mystic Steamship Company, affiliated with the New England Fuel Company, will add two towboats to its fleet now operating in Boston Harbor. These boats will be of the best developed type now used by the industry in the United States, and will be an important addition to the facilities of the Port of Boston.

"The whole-heated response of these important industries to the appeal of the Mayor for the development of New England industries encourages him to believe that the industrial program will in a large measure bring about the relief that is necessary."

AMERICAN 3/18/30

AMERICAN 3/19/30

NICHOLS FIRE WASTE PROBE FINDINGS HIT

Dorchester Real Estate Men See Home Costs Increased by Recommendations

A charge that recommendations of ex-Mayor Nichols' committee on fire waste would cost the home owners of Metropolitan Boston $1500 to $3000 on every building they owned was made at a meeting of the Dorchester Real Estate Brokers in Lithgow Hall, Codman square.

Increased rentals would follow in the wake of the move to install fire alarm systems and automatic sprinklers in all buildings in the Metropolitan area, according to W. J. Paul.

In the suggestion by the committee to lower the heights of buildings Paul discerned an attempt to do away with three-flat houses.

If the recommendations for steel frames, fireproof staircases and concrete walls in buildings were carried out, Paul said the result would mean the introduction of pressed steel frames and cinder concrete which was porous and would never do in the damp East. He called attention to the law which requires that no more than five per cent of a building's actual value be spent on fire equipment.

While condemning the allegation of the Nichols committee that the personnel of the fire department was poor, Paul took the fire department to task for stripping the outlying districts of the city of adequate protection during two-alarm fires by drawing the apparatus in town.

The meeting was held under the auspices of the Codman Square Improvement Association. Dr. John H. Barnes presided. Other speakers were William J. Henry, Jr., Daniel J. Daley, Jr., and John J. Clark.

AMERICAN 3/18/30

AMERICAN 3/19/30

OPPOSE CURB ON PARKING DOWNTOWN

Bloomfield Leads in a Protest by Merchants Against Traffic Control Association Proposal

The attempt to ban all but live parking in downtown Boston was characterized as "most destructive" and "a backward step" today at a hearing on the project before the Boston Traffic Commission.

Leading the fight against the proposal were wholesale and retail merchants arrayed against big downtown garage owners and interests in the financial district. The hearing took place in the traffic board's rooms at police headquarters, Back Bay.

Daniel Bloomfield, chairman of the Retail Trade Board and leader of the opposition, told the commission such a prohibitive and sweeping ban on parking would destroy property values in the business sections and would materially affect the prosperity of the city through loss of revenue from affected districts.

CALLED WORSE EVIL

"The plan," he said, "provides no real remedy for traffic problems. It is a worse evil than the thing it attempts to cure. It is class discrimination in favor of the wealthy man who has a chauffeur to attend his car at the curb.

"It ignores the rights of the shopping public, and the ban, as proposed, would turn the downtown streets into taxicab stands and stations for chauffeur-driven passenger cars."

Chairman Bloomfield said he represented merchants doing an annual aggregate business of $300,000,000 and employing 15,000 persons.

At present, he declared, 76 per cent of all downtown Boston's curb space is forbidden to parkers, while 14 per cent of Boston's shoppers use their automobiles in shopping.

WARNED BY LOCKNEY.

Thomas F. Lockney, representing the Jordan Marsh Company, warned that outside cities would get the shoppers if the parking ban were placed.

"It is ridiculous," he said, "to talk about building up Boston's industries and at the same time take this backward step in controlling traffic."

Others who spoke against the proposal included Gilbert Holmes, Holyoke paper manufacturer; John T. Scully, director of the industrial bureau of the city of Boston, and P. J. Behaut of the Chamber of Commerce.

All parking in downtown Boston, traffic commission rooms at police would be done away with for a trial period of six months, under a proposal made during the hearing by Alexander Whiteside, former corporation counsel and counsel for concerns in the financial district.

Atty. Whiteside declared that the only way to learn whether a ban on "dead" parking would be effective would be to try it for such a probationary period.

SPEAKS FOR GARAGES.

For the proponents also, Lothrop Withington, describing himself as counsel for a large downtown garage, declared that the city, by allowing promiscuous parking, is competing with garages that have large investments and pay big taxes.

Parking suggestions for relief of the present traffic congestion ran all the way from tearing down public buildings to make open air parking areas to painting curbs alternate colors every 20 feet, one color for cars parked in even hours and the other for cars parked in odd hours.

The hearing brought out that garage interests have been conducting a private survey of parking and alleged parking violations for several weeks and that a similar private survey has been conducted by the financial interests.

During his argument, Atty. Withington admitted that parking regulations, as they now stand, would be all right if they were enforced. There are not sufficient traffic officers, he said, nor is it humanly possible to keep a strict watch over all parked cars.

SAYS CURLEY IN FAVOR OF IDEA

Bill Backed by Cahill of Braintree, Who Says Cities and Towns Would Save by It

Legislation to permit municipalities to allow citizens to pay taxes in two installments was urged by Rep. Horace T. Cahill of Braintree today at a legislative hearing.

Cahill contended that a considerable portion of the $7,000,000 interest they now pay on money borrowed each year in anticipation of taxes would be saved if the installment system were adopted.

The town of Braintree, he said, pays 58 cents on every $1000 of real property taxed for interest on unnecessary loans. Installments would mean earlier payments, he pointed out.

Thomas H. Bilodeau, legislative counsel for Boston, placed Mayor Curley on record in favor of the bill. Boston, he said, receives little money to meet expenses from January 1 until the tax payments begin to trickle in during October. Borrowing becomes necessary.

Overdue taxes, he added, are not the chief cause of Boston's fiscal difficulties, as the sum uncollected amounting to $8,000,000 is only a small proportion of the total revenue.

TWO HUB FIRMS PLAN TO SPEND SIX MILLIONS

Mayor Curley Announces Projected Construction by Gas Company and N. E. Fuel

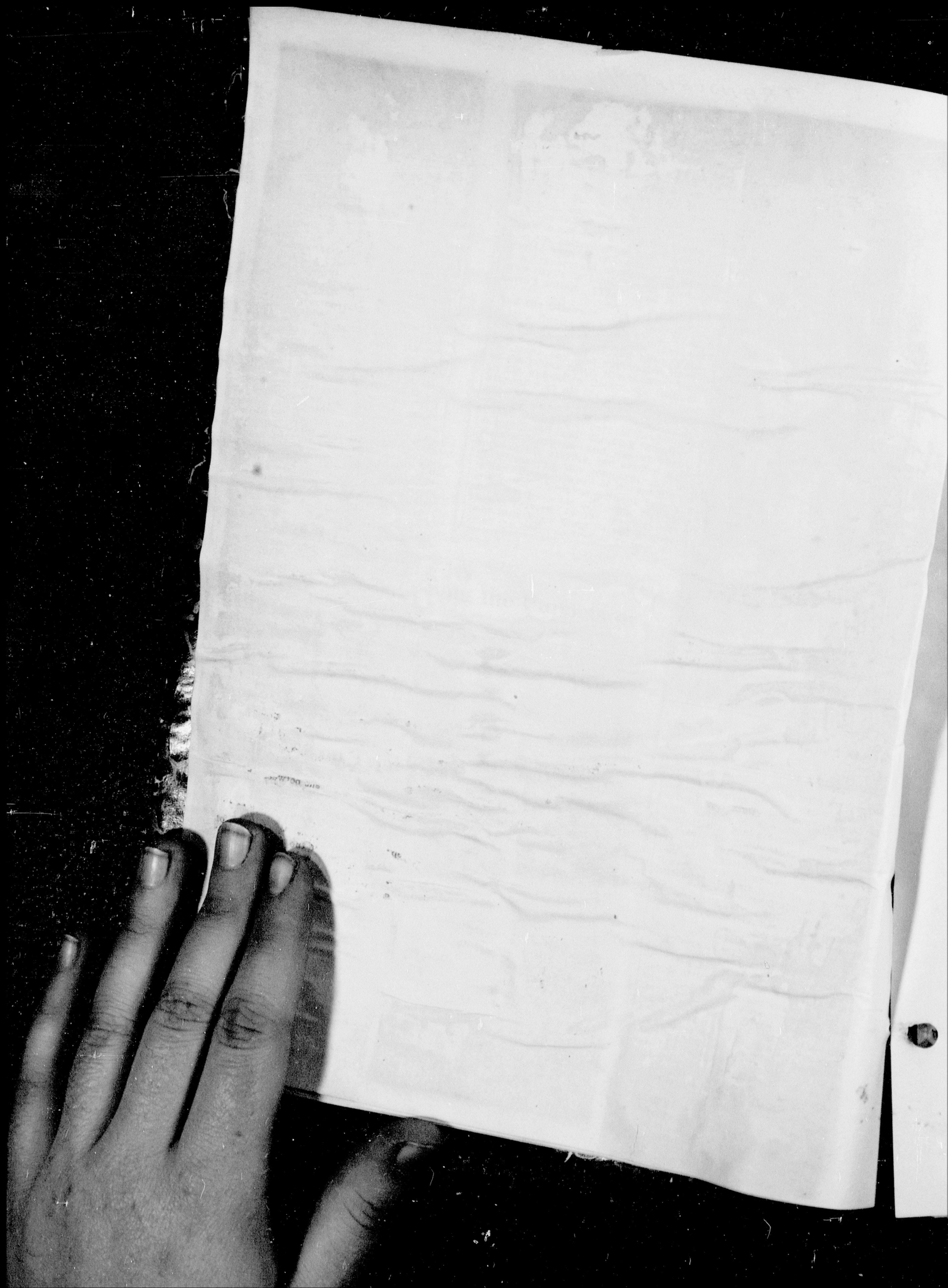
One of the most important public announcements yet made to relieve unemployment in the city came today when Mayor Curley declared the Boston Consolidated Gas Co. and the New England Fuel & Transportation Co. have made provision for construction work calling for expenditure of over $6,500,000 and the services of hundreds of men.

The gas company proposes to lay over 144 miles of main pipe for supplying gas to the residents of the Greater Boston district. It expects to start work at once in response to the urgent appeals of the mayor.

The New England Fuel Co. proposes to construct three batteries and a total of 149 coke ovens of the most modern type at their plant in Everett.

The construction of this new plant will not only provide relief to those in need of employment but will bring about the development of a New England industry in the greater production of coke and gas for heating purposes that means continued employment of an even greater number of men than have been engaged in the industry up to the present.

The Mystic Steamship Co., affiliated with the New England Fuel Co., will add two towboats to its fleet now operating in the harbor.



3/18/30

TRANSCRIPT 3/19/30

Governor Sq. Bill Reopens "El" Problems

Legislative Committee Asks Many Questions of Its Proponents

By Forrest P. Hull

Problems of the Elevated railroad were again laid bare before the legislative Committee on Metropolitan Affairs today when the bill for an extension of the Boyston Street tunnel at Governor square, drawn by the attorneys representing the City of Boston, the railway's public control trustees and the directors as well, was subject to a searching inquiry. Every member of the joint committee had questions to ask which often involved the fundamental phases of service, rehabilitation and management.

Today's presentation attracted no large crowd to the hearing room, but there were several persons present prepared to oppose the suggested action at an adjourned session later in the day. Samuel Silverman, corporation counsel for the city, represented the mayor, calling for immediate action, notwithstanding the fact that the voters will have the opportunity at the next State election of deciding the question whether public control of the Elevated is to be continued or public ownership substituted. Henry I. Harriman, president of the board of public trustees, was equally emphatic in favoring the bill which the lawyers representing the three major parties at interest had drawn.

The bill provides for the extension of the Boylston street subway underneath Beacon street, from Governor square to a point just east of the railroad bridge and underneath Commonwealth avenue to a point nearly opposite the Temple Israel. It is provided that the Elevated shall pay the rental of approximately $35,000 a year if able to do so, and if not, the charge shall be assessed upon the Metropolitan Transit District, created by the Legislature of 1928.

Almost immediately in Attorney Silverman's representation the question of asking the committee to accept the measure without having the engineering plans in hand and the question of financing the rental were raised. The question of plans was not long in abeyance, for blueprints prepared by the Boston Transit Commission were presented. The financial matters were bothersome throughout the session, and with them there came up many collateral matters.

Estimate of $3,000,000

Attorney Silverman made it plain that the estimated $3,000,000 as the structural cost of the subway extension was a figure carefully arrived at in the Transit Department, and both Silverman and Mr. Harriman declared that it might vary one way or another to a certain extent. The new bill, drawn by Mr. Silverman, representing the city; Frederick E. Snow, representing the Elevated directors, and H. Ware Barnum representing the public trustees, is an amendment to the measure of 1925 which provided for the construction of the Governor sqpare extension, but which was not acceptable to the Elevated road.

Representative Luke E. Mullen of Charlestown started the discussion of Elevated problems when he made inquiries concerning the prerogatives of the Metropolitan Transit Commission, which is authorized to make studies and prepare plans of the transportation problems. Attorney Silverman admitted that they had the right to issue bonds for current expenses, but that after making studies or plans they must be submitted to the district council and then to the Legislature.

The bill in hand provides that the Boston Transit Commission shall do the work at Governor square and that the cost shall be met by bonds issued by the city, the improvement to be leased to the Elevated at a 4½ per cent rental. Inquiry by Senator Fish resulted in the admission from Attorney Silverman that the Elevated's earningst cvould not be segregated and that necessarily the entire systegm would be involved in the financial arrangement for the extension.

A very moot point was the provision in the bill that the Elevated would be required to reimburse the district only for the preceding twelve months in case of an assessment and that the commission would not return the reimbursement to the cities and towns comprising it, but would hold the fund for its own use, under the law, or for other possible assessments. Senator Hollis had much to say regarding the situation that if the Elevated had failed for two or more successive years to finance its rental charge the transit district could not collect the entire arrearages, Mr. Silverman admitting the situation and explaining that in the event of termination of the period of public control any money the Elevated had on hand would go toward reimbursing the State and the district as well.

Would Mean Delay

The speaker was then questioned as to whether he believed the metropolitan council set up under the 1929 act should be called upon to act on the proposal. He was of the opinion that this would only mean delayy and declared that it is fortunate to have all the factions in agreement. He felt that the Legislature should act on the measure as soon as possible and not wait until action on the referendum regarding control of the road.

A number of questions were asked as to how communities other than Boston, Brookline and Newton would benefit from such an improvement. Mr. Silverman's contention in this regard was that residents of the entire district make use of the square, by car riding or motoring and would benefit from such improvement through speedier transportation.

Senator Fish asked Mr. Silverman if some assurance should not be given in the bill that the extension proposed would not constitute a "shuttle" line, and Mr. Silverman referred him to remarks recently made by General Manager Dana that there was no such intention. Senator Warren asked that if the Legislature could be assured of no curtailment of service if the bill goes through and a deficit is suffered the first year, and the reply was that there would be better service in such an eventuality.

Senator Buckley raised the customary point whether the improvement is regarded as a transit or a traffic proposition, and received the reply that it could retorted that the extensions should go farther and thus resolve themselves purely into a transit proposition. Mr. Silverman reminded the committee that any extensive extension would be too costly now, and to a further question whether the Governor Square proposition might not be considered as the first step in the $50,000,000 improvements suggested, Mr. Silverman replied that he did not consider it thus.

Mr. Harriman Questioned

Henry I. Harriman, chairman of the trustees of the Boston Elevated, who followed Mr. Silverman, placed the board of trustees on record as in favor of the bill. The trustees, he said, approached the problem on the belief that there should be some improvement both from the standpoint of the car riders and the motoring public.

He was of the opinion that it would not be wise to limit in the bill the improvement to one specific plan, declaring that when the work is actually started it may become necessary to change the plans now agreed upon. As to the relation of the improvement to future extensions the speaker declared that the Governor square problem should be handled "if we never go ahead with any other improvement but the extension will be so constructed as to make possible further improvements."

The speaker then made known that the trustees of the transit district have been holding meetings and have been considering plans for a general improvement program. Like Mr. Silverman, Mr. Harriman believed the Governor square plan should not be submitted to the council. The district council, he said, will be called for a meeting when the plans under consideration by the trustees of the district are prepared.

Mr. Harriman was next questioned as to the reimbursement features of the bill. His replies to these queries were a reiteration of the views expressed by Silverman. Digressing somewhat from the provisions of the pending bill members of the committee asked a number of questions regarding the depreciation account of the company.

That the trustees have received more criticism in connection with the depreciation account than any other matter and that he would welcome an annual check by he Department of Public Utilities on the account, was the substance of Mr. Harriman's replies to these questions. He said, however, that he believed the company is not putting any more in the account than any other private business would.

Claude L. Allen, representing the Boston Chamber of Commerce, placed that organization on record in favor of the new bill. "For several years the correction of the intolerable situation at Governor square has been a major item in the Chamber's program," he said. Now that there is agreement [illegible] the city and the company, the Chamber believes the time is at hand when every effort should be made to bring about the improvement."

Representative James J. [illegible] Boston, a member o[illegible] which drafted the new [illegible] urged that it be accepted by the full committee and reported upon favorably.



3/18/30

TRANSCRIPT 3/19/30

Oppose Bill to Restrict Signs Near State House

City of Boston, Edison Co. Among Interests Against State Art Commission Measure

Legislation to regulate the use of illuminated signs or other advertising devices on streets and buildings near the State House, proposed by Arthur A. Shurtleff, secretary of the State Art Commission, met with strenuous opposition at a public hearing today before the Committee on Legal Affairs at the State House. Opponents outnumbered proponents nearly three to one.

Those opposing the measure did so on the ground that it was taking away personal liberties and the rights of many to earn a livelihood. In response to these arguments, H. Dudley Murphy, well known artist and member of the commission, told the committee that the beauty of the State House should be preserved and that "if electric sign advertising keeps around the State House it won't be long before you will not be able to see the building." He was supported by Cyrus E. Dallin, the sculptor and also a member of the commission, who said that "the sacredness of the State House should be kept free from these garish signs. Without beauty our civilization is a failure. If others around the State House are permitted to keep their signs up then we might as well put one over the golden dome."

Charles R. Greco, chairman of the commission, said that the Boston Society of Architects is unanimously in favor of the bill.

The controversy centers around the large illuminated automobile sign on top of the buildings on Park street. This sign, those favoring the bill say, obstructs the view of the State House and gives the locality a "garish appearance." It is also objectionable to residents of Beacon Hill.

The first speaker in opposition to the bill was Thomas H. Bilodeau, legislative agent for the city of Boston. He doubted the constitutionality of any legislation regulating signs in a certain city or certain part of a city.

In reply to a question from Representative Martha N. Brookings of Gloucester whether he thought the bill unreasonable, Mr. Bilodeau said that the city feels that the bill constitutes interference with its own activity in the matter of sign regulation.

F. M. Ives, counsel for the Edison Electric Illuminating Company of Boston presented statistics showing the rate of income received by the company from five of fifty-seven signs of similar type. These, he said, provided income of $8000 annually.

Mr. Ives declared that it would be setting a bad precedent if the proposed legislation were enacted and that it is bad enough now "with Boston being the laughing stock of the country because of its book censorship laws and other restrictions." Senator Charles W. Johnson, chairman of the committee, stopped the speaker.

"Just a minute, Mr. Ives. Your reference to the book censorship has nothing to do with the present question, has it?"

"No," replied the speaker.

"Well in view of the fact that it has been cleared up and definitely settled it really isn't necessary to refer to it. Some of us you know think these restrictions are fitting."

Dean Gleason L. Archer, LL.D., of Suffolk Law School went on record as opposing the measure on the ground that the sign which has been placed on top of the law school building is a necessity. The location of the school makes it necessary for the new students to have some guide in order to locate it, he said. He pointed out that the Art Commission should confine itself to art and not allow itself to be drawn into any commercial controversies. He went on to state that the bill calls for annihilation of every sign or device within a very wide area and that the question arises whether there is any public demand that justifies any such drastic action.

Other opponents to the bill were Robert Gallagher, an attorney representing John Donnelly & Sons and C. I. Brink, outdoor advertising corporations; Benjamin J. Green, representing the New England Theater Operating Company; L. L. DuBoise of the Beacon Hill Association and owner of buildings on Beacon and Tremont streets, and several others.

Arguments Are Heard on New Parking Plan

Traffic Commission Has Hearing on Proposal to Eliminate "Dead" Parking

Arguments for and against the proposal to eliminate "dead" parking for automobiles in the downown and Beacon Hill districts were made today at a public hearing before the Boston Traffic oCmmission at police headquarters.

The recently organized street parking control committee, representing interests in the financial district, recomended the adoption of he plan for a ninety-day trial period, while the Retail Trade Board was recorded in opposition.

Alexander Whiteside, representing the committee, outlined the views of the proponents. In the event that parking is to be allowed for a period of three minutes, he said, then it might as well be permitted all day, because there are not officers enough to control the sort of a situation that will ensue—all-day parking. In substantiating his statement that the business of retail stores would not be injured in any way, Mr. Whiteside touched on the parking regulations in effect in Chicago where, he claimed, retail business suffered no ill effect. He said that he wished to go on record, as the representative of the interests of the financial district, as against the elimination of all parking downtown east of Arlington street.

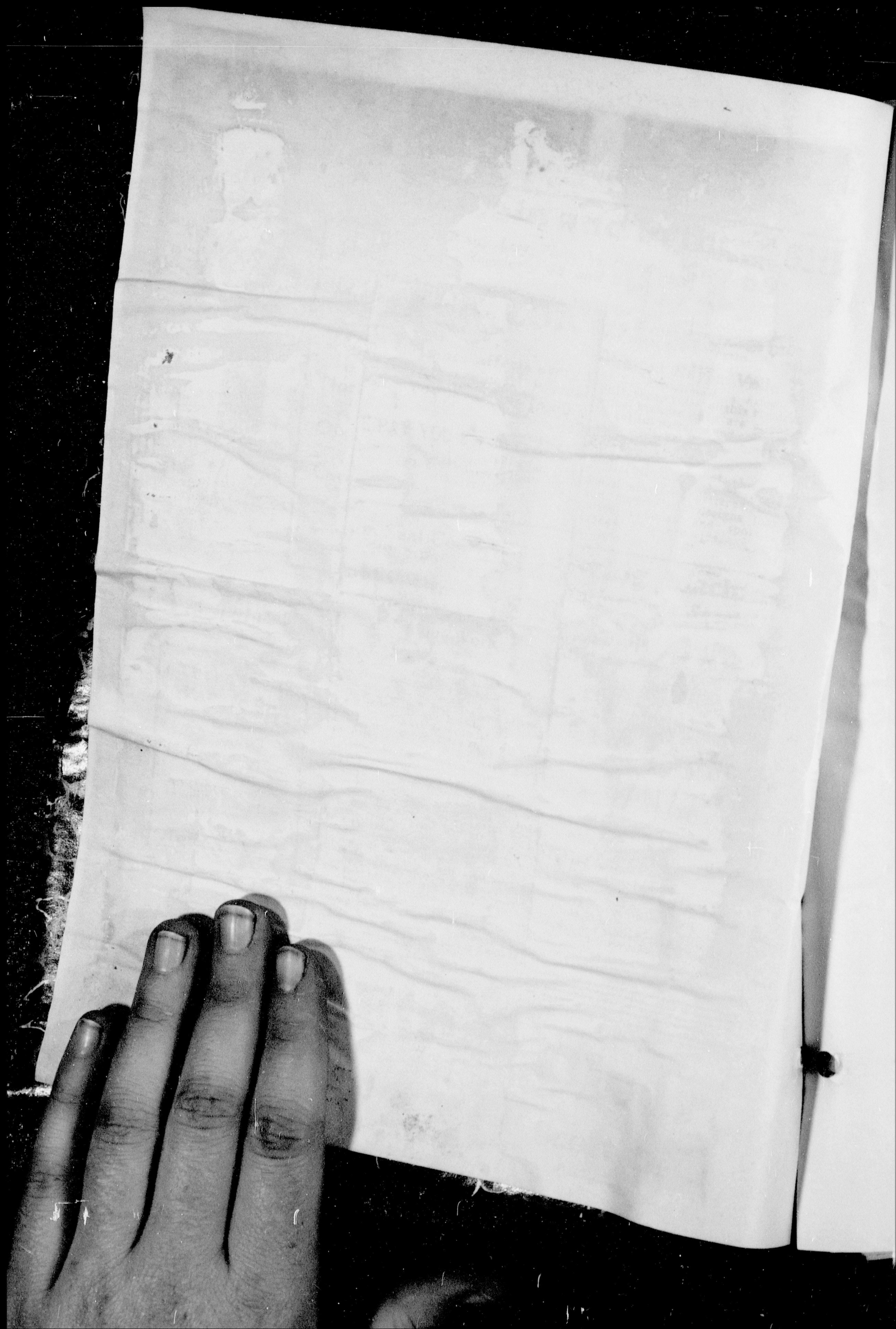
At this point, Colonel Thomas F. Sullivan, acting chairman of the commission, stated that the board would welcome any specific recommendations in the matter, preferably those which are workable. Theodore T. Whitney, Jr., of Stone & Webster and Blodget, Inc., reported that, in the opinion of his organization, "all day parkers are a nuisance" and that some steps should be taken towards prevention of this condition. The next proponent of the elimination, Robetr W. Knowles of Harris Forbes & Co., Inc., stated that existing conditions are interfering with business in that section of the city. Suburban residents who drve in town daily are using high priced real estate for garages.

Edward H. Kittredge of Hornblower & Weeks, Frank W. Boyle of the Employers' Liability Insurance Corporation, William E. Stanwood of Spencer Trask & Co., and W. J. McDonald with offices at 260 Tremont street, were recorded as favorable to the no parking proposition.

The opposition to the proposal to prohibit "dead parking" in the business district was led by Daniel Bloomfield, manager of the Retail Trade Board, who submitted a brief in which it was declared that adoption of the plan would "materially affect the prosperity of the city through loss of revenue from the district whose business and property will be affected by the plan." The brief quoted extensive from the McClintock report which said that "the only justification for any regulation of parking is to be found in anticipated benefits to business" and the brief set forth that "no benefits to downtown business nor to the public will result from this drastic plan." The brief recorded Ralph C. Hudson, executive vice president of the Jordan Marsh Company, as saying that the psychological effect of parking bans on the public mind is of great importance, as any restriction in the accustomed use of such district by the buying public holds the germ of a real threat to the prosperity of that district and to its taxable value to the city."

Mr. Bloomfield said that it was unfair to compare Boston to Chicago in relation to parking conditions because retail department stores in Boston had 14 per cent of the total business of the city while those in Chicago had only 8 per cent. He contended that there would be an increase in taxicab stands and demand for more parking space for chauffeur-driven cars if the plan went into effect. He further said that while in Chicago the merchants had been quoted as being pleased with the no-parking regulations in the Loop district, he found the managers of the biggest stores convinced that it has cost them money, and that while they have reported a larger gross volume of sales, the profits were not so great. He said that Boscton needed a new traffic artery and that something must be done to relieve the congestion but that any of the things that have been or are now being done was "like applying liniment to limbs that need surgery."

Colonel Sullivan said that "we might reasonably expect the signal system to be in operation in four to five weeks," but said he thought the system should have been tried out in some other section rather than the business section. In answering statements that it would merely dirve parking from the business into the residential sections, he said that Mt. Vernon street would be painted with yellow stripes on both sides within the next two weeks as a result of complaints being made by shutters.



Cont. TRAVELER 3/16/30

variety of demands for goods may be met within the smallest possible area and with the least inconvenience to the shopping public.

"'This consumer acceptance of a district creates large volume of business, results in lower overhead, increased land values and increased taxable values. The psychological effect of parking bans on the public mind is of great importance, as any restriction in the accustomed use of such district by the buying public holds the germ of a real threat to the prosperity of that district and to its taxable value to the city.'".

Bloomfield, after quoting the McClintock report at some length went on, "Why do those behind the present proposal draw the line at Arlington street? Why don't they take the entire city, including Massachusetts avenue, Huntington avenue, Newbury street and the others? Conditions on these streets are obvious to the casual observer.

SHOWS CHICAGO'S LOSS ..

"The claim that Chicago has benefited by a similar plan is unwarranted" The speaker then went on to read telegrams and communications froom merchants in the Chicago loop area who agreed that the ban on parking had not helped their business.

Bloomfield continued, "Chicago and Boston are not comparable as far as traffic matters are concerned. Proponents of the Boston 'no parking' plan ignore the vital difference between Boston conditions and those of Chicago. Chicago has plenty of facilities for all-street parking. Downtown Boston does not. Baer in mind that practically every street in the loop district has carlines on the surface whereas there are hardly any in downtown Boston.

"The plan to allow 'live' parking would mean that all of our present important streets, like Washington street, where no parking is allowed now on either side of the street, would be turned into taxicab stands and parking spaces for the chauffeur-driven passenger cars. Can you call tthis a carefully thought-out plan for relief or congestion?

BACKS PRESENT SYSTEM

"We have a sensible time limit system of parking. Why tamper with it instead of getting after the hogs who park their cars all day on streets in defiance of all regulations?"

Thomas F. Lockley, director of Jordan Marsh Co., opposed any change in the parking regulations of the retail store district. He suggested one-hour parking in 1922, he said, and the plan had remained in vogue since. The police he declared were doing excellent work.

A. Barry Bacon, vice-president of Chandler & Co., declared that he felt Boston had very good parking regulations in the retail district and went on record as against any parking ban.

E. J. Brehaut and S. O. Ferguson also spoke.

GLOBE 3/19/30

MAYOR GIVES CLAGGETT BADGE FOR HIS HEROISM

Democratic Politician and Broker Extinguished Flames in Clothing of Workman on Dec 14



MAYOR CURLEY PINS BADGE ON CLAGGETT
Left to Right—Fire Commissioner Edward F. McLaughlin, Mr Claggett and the Mayor

A silver fire badge, suitably engraved and telling of heroism on Dec 14, was pinned upon the coat of Strabo V. Clagget, prominent Boston broker and Democratic politician, this morning. The ceremony took place in the office of Mayor Curley, at City Hall.

On Dec 14, Mr Claggett extinguished the flaming clothing of a workman employed in razing the old Federal Building. The silver badge was presented by Mayor Curley in th epresence of Fire Commissioner Edward F. McLaughlin.

URGES ACTION ON SUBWAY BILL

Silverman Stresses Need at Governor Sq

Corporation Counsel Samuel A. Silverman today urged the Legislative Committee on Metropolitan Affairs to act at once on the bill for extensions of the Boylston-st Subway to relieve the congestion at Governor sq. Mr Silverman said that the bill had been agreed upon at a conference between H. Ware Barnum, representing the public trustees of the Elevated; Frederick E. Snow, the directors of the road, and himself.

Under the plans provided for in the bill the subway would be extended on Beacon st to a point near the railroad bridge over the Boston & Albany tracks and on Commonwealth av to a point about opposite Temple Adath Israel.

"There can be no question," Mr Silverman declared, "of the need of such improvement. Furthermore, if started at once opportunity would be given to employ a large number."

Mr Silverman said that the estimated cost would be $3,000,000 and that it would be leased to the Boston Elevated on a rental basis of 4½ percent. Any deficit on the part of the road in a given year would be assessed on cities and towns in the Metropolitan District. Mr Silverman, however, said that he believed there was no question but that the road would prosper.

Senator Fish of Brookline and Representative Hays of Brighton wanted it explicitly understood, even to a provision in the bill if necessary, that there would be no shuttle line from Governor sq to Brookline or from Governor sq to Brighton and Newton. Mr Silverman said that General Manager Dana of the Elevated had given assurance that there would be direct lines of cars from Park st to Brookline, Brighton, Newton and Watertown.

Prior to Mr Silverman's remarks, Representative Leo Birmingham of Brighton, Democratic House leader, emphasized the importance of action on the bill as soon as possible.



TRAVELER 3/19/30

Business Men Oppose Downtown Parking Ban

Bloomfield Speaks for Retail Merchants on Traffic Control Plan—Taxi Owners, Truckmen, Back Proposal

A hearing room on the seventh floor of the police headquarters building was jammed, today, during a hearing on the proposal to create a closed area on dead parking for automobile in the entire downtown district and Beacon Hill.

TAXI MEN IN FAVOR

Representatives of truck owners' and taxicab organizations and many property owners appeared in favor of the plan, while representatives of the business men in the district, headed by Daniel Bloomfield, executive secretary of the retail trade board of the chamber of commerce, were heard in opposition.

Atty. Merrill Griswold of the Traffic Control Association made the suggestion a fortnight ago and immediately drew the fire of business men.

Aticng Traffic Commissioner Thomas F. Sullivan presided at the hearing. Beside him were Park Commissioner William P. Long, Police Commissioner Herbert A. Wilson, Chairman Thomas J. Hurley of the street commission and Public Works Commissioner Joseph A. Rourke.

Atty. Lothrop Withington, representing taxi and truck interests, was the first to speak in favor of the plan.

Withington declared that the persons opposed to the parking ban were the ones most particular to see that the front of their own property is kept free. He said, "There is no question but this plan has got to come sometime. It is a method of keeping front doors clean so patrons may come and go to our places."

WITHINGTON'S PLAN

When asked by Chairman Sullivan what he had in the way of a constructive plan, Withington answered that he was not favorable to anything as radical as banning of all parking in the proposed areas, but that the local districts must be studied and businesses also in order to find out to what extent paraking can be permitted in these areas.

He said that on the way to the North station, between Cambridge and Green streets, the area is filled with dead parked cars. "These streets must be cleaned up not only from the viewpoint of traffic, but from the safety standpoint," he said.

Withington declared that the ban should 'certainly be enforced in the financial district."

Att. Alexander Whiteside, one of the first to support the suggestion, appeared as another representative of taximen and truck owners.

CHIDES MERCHANTS

He said the stores should be treated very considerately and then went on, "But I can't help feeling that the business stores in the last 30 years have opposed nearly everything proposed by the traffic commission for traffic betterment. With all due respect to Mr. Bloomfield, they are living in 1912 and forgetting we have conditions of 1930."

Atty. Whiteside said that Federal street was an example of much needed restriction because there was dead parking there continually and vehicles which could not be placed at the curb were parked in double lines. When he declared that Ashburton place was much the same way, Chairman Sullivan interrupted to say that there are some restricttions there now. Whiteside continued with the statement that Ashburton place and Federal street are now thoroughfares and not side streets.

"There is a better chance for the fire department to operate, for pedestrianss, traffic, deliveries and the mails," he argued. "The whole business of the city would go on better under this plan."

AGAINST SHORT PARKING

The speaker said that he would not object to a better plan, but voiced the opinion that if three-minute parking was allowed it would make enforcement difficult and cause the police trouble.

He declared there are other means of getting downtown besides in automobiles. The Elevated is one of our big businesses, he said, or one could take a taxi.

Chairman Sullivan inquired, at this point, if it wouldn't be as well for some of the "fellows" with chauffeurs to take the El.

Whiteside went on to say that Cambridge street, which was widened at great expense, was now no wider than before, because of parking on both sides. He said studies had been made of parking conditions on principal streets between the hours of 9:30 A. M. and 5 P. M., and that on the west side of Devonshire street it averaged 21 cars during the first hours and 14 machines during the last half of the time, with much overtime parking.

FINN HAS NOVEL PLAN

E. B. Finn, owner of the Algonquin garage and open air parking spaces, favored the plan. He offered a compromise, to paint the curb stone at 20 foot intervals in different colors in side streets and allow parking an hour's time on each color. All parking would be the same on the hour. This proposal, he said, would act as an automatic time clock for the police, make room for store customers and aid in deliveries.

William J. McDonald, representing garage interests at 260 Tremont street, said that the people have to pay for widenting the streets to find them blocked by cars. He gave Stuart street as an example, and said that often cars are parked double there. If an officer was tot keep it clear he would have to stay all the time on a 10 to 15-minute parking basis, the speaker declared.

WOULD BAN ALL PARKING

The only way, he said, is to eliminate the parking of all private cars on all busy streets, leaving the streets to be selected by the board. He suggested the plan be tried for 90 days.

Others speaking in favor of the proposal were Allen J. Wilson, representing the truck men; David W. Huntley, operating three [illegible]

Watson said streets on which the older buildings were located where fire danger is greatest, should be most carefully restricted. This included, he said, the market district and Sudbury street, where there are frequent fires and much congestion from parking.

BLOOMFIELD RAPS PLAN

After those favoring the plan had been heard, Chairman Sullivan asked for a rising vote of thise in favor of the plan and the majority of thise present arose.

Speaking against no parking in behaf of the retail trade board, Bloomfield said that a letter had been sent to employes of department stores informing them that every employe would be discharged if he parked cars in the retail district.

Chairman Sullivan asked how he knew the rule had been obeyed and Bloomfield said he had not received a complaint since the letter was sent and he knew it had been obeyed. Whiteside said that the retail trade board had opposed all traffic plans but one.

SHOWS PLANS FAVORED

Bloomfield gave a list of 16 projects favored by the board, among them the Boston street traffic survey, the police parking squad, the abolition of specific parking permits, the Governor square extension, widening of Cambridge, Stuart and Park streets, the East Boston tunnel and airport and etxension of the electric street signal lighting system.

Bloomfield said: "The proposal of W. J. MacDonald, garage interests and others to prohibit dead parking of passenger cars in the downtown district is the most destructive proposal for traffic relief ever presented. We wonder if some who favor the plan realize that, under it, a car may park long enough to drop passengers or take them on, a period of about three minutes. The plan would provide for "live" parking, that is, parking only when a licensed operator is at the wheel, anywhere and for any length of time in the district.

SEES DAMAGE DONE

"It will destroy property values in the section by making property there less desirable. It will materially affect retail and wholesale business by making it more difficult for people to transact business downtown. It will materially affect the prosperity of the city through loss of revenus from the district whose business and property will be affected by the plan. The heart of a metropolitan city's prosperity is its retail business. The retail part of downtown business amounts to over $300,000,000 annually. Over 15,000 people are directly employed.

"The plan provides no real remedy for traffic problems. It is a worse evil than the thing it aims to cure. Dr. McClintock, on page 187 of his traffic survey of Boston says, 'The only justification for any regulation of parking is to be found in anticipated benefits to business.'

"No benefits to downtown business nor to the public will result from this drastic plan.

"The plan ignores the rights, not only of the business houses in the retail district who represent a very substantial portion of the taxes paid the city, but of the great many people who constitute the shopping public. It discriminates against the car owner who has no chaffeur. It is class legislation that is grossly unfair.

CITES PUBLIC BENEFIT

"Ralph C. Hudson, executive vice-president of Jordan Marsh Company, puts the matter very clearly. He says, 'The acceptance of a retail section by the puying public of a city is the natural result of the convenience afforded this public by the assembly of a large number of retail houses in close proximity, where all kinds of purses and [illegible]